The Journal

OF THE

Jamaica Agricultural Society.

The more people do the more they can do; he who does nothing renders himself incapable of doing anything; while we are executing one work we are preparing ourselves *for undertaking another.*

VOL. XIV. DECEMBER, 1910. No. 12.

BOARD OF MANAGEMENT.

THE usual monthly meeting of the Board of Management of the Jamaica Agricultural Society was held on Thursday, 17th November, 1910, at 11.40 a.m., at the office of the Society, Present: —His Excellency Sir Sydney Olivier, in the chair, His Lordship Bishop Collins, the Hons. H. H. Cousins, R. P. Simmonds, J. R. Williams, and Messrs. R. Craig and A. W. Douet, C. A. T. Fursdon, A. C. L. Martin, E. W. Muirhead, C. Watson, and the Secretary.

When the meeting commenced His Excellency was engaged at a meeting of the Privy Council and Mr. Craig was voted to the chair. His Excellency came in later and took the chair.

Apologies for absence were sent by the Hons. Geo. McGrath and D. Campbell.

The Minutes of the previous meeting having been printed and circulated were taken as read and confirmed.

The Secretary submitted the opinions of the Staple and Minor Products Committee re Legislation for Bud Rot Disease of Coconuts. It was agreed to inform the Government that the Board considered legislation necessary both as regards making it compulsory to destroy trees affected with Bud Rot, and also to make it illegal to allow accumulations of broken cocoa pods on the road side.

The following letter from the Chairman, Kingston General Commissioners was submitted and directed to be published together with the letter from the Director of Agricultre referred to :—

Sir—In the August number of the Society's journal a memorandum appeared signed by Mr. Cousins, Director of Agriculture, dated 20th June, in which he stated that a sow, the property of the Stock Farm, had been killed in revenge by the Water Works Officials for his having to complain of the discharge of offensive sewage on the cow paddock.

This statement was incorrect, and the Kingston General Commissioners represented the matter to His Excellency the Governor and requested that he would direct Mr. Cousins to withdraw through the medium of the Society's *Journal* this incorrect, misleading statement.

On the 1st September the Colonial Secretary wrote to the Commissioners by direction of His Excellency and enclosed copy of a letter from Mr. Cousins to the Acting Secretary of the Agricultural Society in which he withdrew the incorrect charges made in his memorandum of the 20th June.

This letter I have reason to know has been in the hands of the Acting Secretary of the Agricultural Society for some time and I have been expecting to see it published in the *Journal* but it has not yet appeared. Nor have I seen any reference made to it in the published proceedings of the Committee of Management held last week.

I shall be glad to know why this letter has not been published and when I may expect to see it appear in the *Journal*. It is only just and fair that the incorrect statement appeared in your *Journal*, Mr. Cousins' withdrawal of it should appear likewise. I have to request that you will at once take the necessary steps to have it published.—(Sgd.) CHARLES J. WARD, Chairman K. G. C.

2nd September, 1910.

With reference to my memorandum of the 20th June addressed to the Live Stock Committee, I have the honour to request that you will be so good as to permit me to correct the statement therein made, in which I expressed the opinion that the young sow at the farm was shot in revenge for a complaint as to a nuisance that was occasioned on our premises. I also desire to withdraw the imputations of malice in the destruction of the animal in question. I now recognise that these statements were not justified and I regret that I permitted myself to make them—H. H. COUSINS.

The report of the Secretary on his visit to South Manchester was submitted and directed to be published. (This is printed in another part of the Journal).

Arrests by "Authorised Persons." A letter from the Inspector General of Police was submitted, giving a return of the arrests made by "Authorised Persons" under the Praedial Larceny Law, during the quarter ended 30th September, 1910. The Secretary stated that what was asked for at the last half-yearly meeting of the Society, was a return of *all* the arrests for Praedial Larceny so as to make a comparison quarter by quarter. The return sent showed one arrest for St. Mary, one for Trelawny, one for Hanover, one for Westmoreland, and two for St. Catherine; three of these were convicted. He was directed to ask for a quarterly return of all the arrests made for Praedial Larceny, since the new law took effect.

Letter from St. Thomas-Ye-Vale Branch. The following letter from the St. Thomas-ye-Vale Branch was submitted, and the Secretary was directed to forward it to the Government with the recommendation of the Board that such Railway facilities were necessary.

Your Committee appointed to enquire into the working of the dairy business in this district presents the following report:

On making enquiries from the different penkeepers and small settlers we find that quite a number have gone out of the business altogether on account of the very serious drawback of not having facilities to land their milk in Kingston before 11.20 a.m. A goodly number tried it with this train for a considerable time but found they were so seriously handicapped by milk getting into the city from Spanish Town and stations

on the Montego Bay line between two or three hours before theirs, that they had ultimately to give it up altogether, or move their business to where they could catch the earlier train. At present there are a few struggling against these great odds, still keeping in touch with Kingston in hope that some day they may be given better facilities by the Railway.

There are about 35 gallons shipped daily from Linstead and Bog Walk at present. We feel satisfied this could and would be increased to 250 gallons daily if this district were put on an equal footing with Spanish Town and stations on the Montego Bay line.

We find there is a trolly run tri weekly with mails from Ewarton to catch the 8.21 train at Spanish Town. We think if a motor truck could be put on in place of this hand trolley, and run daily, it would answer the purpose admirably as far as the mails and carrying of milk is concerned.

The dairymen are so anxious that their milk should get to the market in good time, that they are prepared to pay 1d. per gallon instead of half penny as at present, so that in shipping 250 gallons daily at a penny, this would give 20/10 and would go a long way, if not altogether, defray the expenses of running the motor, to say nothing of what the mails would contribute.

At this time when other parts of the island are clamouring for Railway extension, we think it would not be out of place to approach the Director of the Jamaica Government Railway with the very modest request that he put on a motor so as to meet the crying need of this very important branch of our Agricultural Society—dairy farming.—JOHN H. MCPHAIL, Chairman.

Railway Freights. The following report from the Special Committee re Railway Freights was submitted and directed to be published. (This is published in another part of the *Journal*).

Jippi Jappa Hat Industry A letter from Mr. J. M. Farquharson re Jippi Jappa Industry was submitted as follows :—

The Jippi Jappa hat industry is now an important one, and I think it would be an excellent plan if the Society would start a school in this parish where girls could learn to make hats. I don't think the school should be confined to one district, the instructor should travel and remain a certain number of days in each district and visit each place at least once a quarter. If this idea is entertained, I know of a highly respectable and capable girl who would undertake the job for a reasonable rate. The plant grows well in this district and I fancy would thrive in all parts of the parish. If a school were established and girls taught not only to make the hats but to cure the straw, I believe a lot of jippi jappa would be planted and in this way young girls could make respectable livings.

The Secretary said he had suggested that it would be best for the Branch Society to start a class as had been done by other Branches or combine with another Branch to run a class. After discussion :—

Bishop Collins said he would like to have a report made concerning the operations of this industry up to the present time. He would like to know what had been done. He had had a good deal of experience in the district in Jamaica where he believed they produced more jippi jappa hats than any other district, and his experience had been a sad one, for nearly all the people on his pauper roll there were formerly engaged in the jippi jappa hat trade. He found that the cultivators were better off than those who were in the hat trade, whose experience had been most un-

there were towns where the people lived on the jippi jappa hat industry, but it was a steady business there. He was told that in these hat making districts inJamaica hats were sold for practically nothing. Why was that? Who handled the business, and why they could not pay something better to the poor people who were making the hats? Those were things he would like to know in connection with this industry which was practically still in its initial stage, and he considered that it would be important for the Board to be in possession of a report showing what had been done in this jippi jappa hat business up to the present time.

The Secretary said he quite agreed with Bishop Collins as to the state of things in the district he had referred to, but it was because the men made the hats and neglected their lands. The suggestion of the Agricultural Society throughout the Island was to teach girls the art of making the hats.

Mr. Craig said his experience was that the price obtained for the hats could not pay the maker at all.

A Special Committee was appointed to inquire into the Jippi Jappa Hat Industry, consisting of Bishop Collins, Hons. H. H. Cousins, J. R. Williams, and the Secretary.

Estimatss. The estimates were then considered :—

A report of the Instructors' Committee was submitted as follows :—

The Instructors' Committe met at the office of the Society on Wednesday, 16th inst, at 3.30 p.m, Present: Hon. H.H. Cousins (Chairman), Hons. L. J. Bertram, D. Campbell, J. R. Williams, Messrs. R. Craig, A. C. L. Martin and the Secretary.

And beg to report that having considered the arrangements for instructions for the next financial year, recommended :

(a) That Mr. Arnett be appointed Travelling Supervisor of Instructors and Judge of Prize Holdings at a salary of £450, including travelling expenses, to be available also for attending Shows.

(b) That a new Instructor be appointed for St. Ann in the room of Mr. Arnett at a salary of £250 including travelling expenses.

(c) That provision will require to be made to continue the increase for the two new Instructors, Messrs. Mossman and Schleifer, viz., from £200 to £250—£100.

(d) That provision will require to be made to provide for the lapse of Elder Dempster & Co's. allowance—£600.

(e) That £150 be provided for contingencies which will include cost of experimental plots :

These proposals will require an addition of £1,200 to be voted by the Council over last year's vote on account of instructoral work.—H. H. Cousins, Chairman Instructors' Committee.

This was adopted.

The other estimates were gone over and the allocation for the *Journal* was increased by £50, Stationery by £20, Office Travelling was reduced £40, the items for Stallion and Bulls were struck out as no longer needed, and the item for Experimental plots was struck out, being now included in the Estimate for Instructors. The other allocations remain the same.

Grants to Show. The following applications for grants to Shows were made, provided all the Rules governing Shows were observed :

(a) Plantain Garden River, April 1911.

(b) Clarendon Show at Chapelton, 20th April 1911.

Applications for Affiliations. The following applications for affiliations were made :—(a) Mt. Regale—Richmond, (St. Mary) ; (b) Clifton-Newstead—Ocho Rios, (St. Ann) ; (c) Spaldings —(Clarendon) ; (d) Ginger Hill—Ispwich, (St. Elizabeth) ; (e) Main Ridge—(Clarendon) ; (f) Enfield—(St. Mary). These were duly affiliated.

The following new members were elected :—C. A. Ormond, St. Marks, Grenada ; B. Haigh, Hartlands. : Horatio Hollar, Kingston ; E. L. Harrison, Lucea ; J. B. Depwell, Br. East Africa.

Mr. Muirhead asked that the Secretary be instructed to ascertain from the Colonial Secretary the annual income derived by the Government under the Produce Protection Law in each Parish in the form of (a) License dues and (b) Court Fines Tax, with a view to making practical suggestions to the Government for the protection of the island's produce and the securing of fresh markets.

The Secretary was instructed to forward this request to the Colonial Secretary.

The meeting then adjourned till 16th December.

MILK WITHE RUBBER.

At one time this vine, which clambers over rocks and trees, with it roots in some rich pocket among the rocks, was very common throughout Jamaica. But in the clearing of lands for cultivation it has been destroyed to a large extent. Latterly because of the high price of rubber, it has been sought out in the backwoods, and instead of being tapped properly, the stems have been cut through so that the latex might drip more quickly than it would from cuts in the stem. Large numbers of vines have in this way been destroyed.

The stem of the Milk Withe is much like the rough stem of a grape vine. The vine runs up trees, flings itself over branches and if no other branch or a rock is handy for it to climb on, droops down, and wherever it touches and lies upon the ground, it takes root. It is thus easy to propagate by layering.

There are no statistics available as to how long the Milk Withe takes to grow from seed until the stem is as thick as a man's wrist, when it can be tapped ; it may be tapped much earlier and safely perhaps,—we do not know, but from layers it can be propagated, so that in five years in favourable spots it is thick enough to be apped lightly.

REPORT OF SPECIAL COMMITTEE ON RAILWAY POLICY.

Your Committee, appointed at a meeting of the Board of Management held on 10th March, 1910, to consider the question of the Rates for the carriage of the agricultural products on the Jamaica Government Railway, has the honour to report as follows:—

The Remit to your Committee was not put in the form of a defined resolution, but it was understood that the Committee was appointed to consider a report on the General Policy, which, in its opinion, should govern the determination of these Rates.

Mr. Fursdon kindly agreed to act as Secretary to the Committee, and to endeavour to obtain a consensus of outside opinion on the working and effect of the existing rates, with this object he placed himself in communication with numerous well known individuals, firms and public bodies, and, from the resulting correspondence we have selected and appended to this report those letters which bear more or less directly on our inquiry. These speak for themselves, and comment upon them seems unnecessary.

Your Committee will therefore confine its report to the principles, now determining Railway Rates, practically throughout the world, which Your Committee considers are equally applicable to Jamaica, and should, in its opinion, be adopted in the management of the Jamaica Government Railway.

In time past the early efforts at Railway Legislation, in regard to rates, were governed by the equal mileage principle—that is—the attempt was made to make rates proportionate to the distance. It was, however, soon seen that this was inexpedient and impracticable. So much of the expense of the handling, both of freight and of passengers was independent of the length of the journey, that a mileage rate, sufficiently large for short distances, was unnecessarily burdensome for long ones, and was bound to destroy long distance traffic if this theory was uniformly applied. In freight schedules on the Railways of the world—this equal mileage principle has, we understand, been completely abandoned. To insist that all traffic must bear its share of interest and maintenance charges, would be to impose upon our Railway traffic in Jamaica, rates which would, and we believe do, cut off much of the long distance traffic, and much of the traffic in cheap articles, which is of great value to the public, and which, from its magnitude, our Railway cannot afford to lose.

Whatever the ostensible form of a Railway tariff, the contribution of the different shipments of freight, to these general expenses, should be determined on *the principle of charging what the traffic will bear.* Under this principle, rates should be reduced where the increase of business, which follows such reduction, still makes the charge a profitable one. Rightly applied, it is the only sound economic principle. It means taxation according to ability, that ability being determined by actual experiment and experience.

In the practical carrying out of this principle all articles of freight are divided into classes, and this classification should be based partly on special conditions of service, which make some articles more economical to carry than others—(with particular reference to the question whether the goods are offered in car loads or in smaller parcels)—but chiefly with regard to the commercial value of the article, and its consequent ability to bear a high charge or a low one. A rate sheet should give the actual rate charge per unit of weight, between the various stations covered by the tariff, and should increase as the distance increases, *but not in equal proportion.* Besides the tariff should provide for a certain number of special rates made for particular lines of trade in certain localities, independently of their relation to the general system.

It is a mistake, in Your Committee's opinion, to suppose that the question of public or private ownership should make any very considerable difference in the system of rate-making under good management. A Government ownership may be compelled, by the exigencies of the public Treasury, to arrange its rates to some extent, to pay interest on outlay, but *the real question is how to secure the best efficiency and equity in the application of the principles we have stated.* The advantage of private operation of a Railway is, that it secures efficient and progressive methods, the disadvantage of a Government control is the tendency to deaden activity, to prevent the officials acting in the interest of the public, as fully as managers of privately owned Lines, and there is also the danger of arbitrary action, indifference and unprogressiveness.

"Railways have immeasurably enlarged the market in which a man may sell his products, and they have equally extended the field from which he may draw his sustenance." The transportation of goods by Railways is cheap, and should be cheap, especially on a Railway owned by the Taxpayers of a country. In the United States in 1899 the average charge for carrying one ton one mile was 0.724 of a cent. The benefit shared by the world from low freights is incalculable. Low passenger rates are not so necessary, although they are certainly desirable, but it is common knowledge that these on the Jamaica Government Railway have recently been arranged on the exploded principle of equal mileage. Your Committee has, however, been quite unable to discover on what principles, if any, the Rates for the carriage of agricultural products have been fixed. Your Committee is of opinion that the principles it has indicated, and which are practically universal, have not been employed, and that an early and thorough revision is not only necessary in the interests of agriculture, and of the entire community, but is also necessary to the more successful working of the Jamaica Railway.

During its inquiry, Your Committee has been astonished to find that the Director of the Railway has practically no discretion in the matter of arranging or altering the Rates, or of granting Special Rates, and that in the most trifling matters, such as granting a pass on the Line, he is compelled to refer to the Colonial Secretary's Office for a decision. This, while removing the responsibility which should attach to the Manager's position and office, must greatly interfere with and prevent the proper conduct of Railway business, which at all times calls for resource and despatch. In the opinion of Your Committee the Managing Director and the Traffic Manager, who are presumably capable and responsible persons, should have, if not a free hand, certainly a very large latitude in the prompt arrangement or settlement of all the traffic business which is presented,—and Your Committee is of opinion that the working of the Railway can never be satisfactory until it is managed on the commercial principles which are essential to the success of any business undertaking.

ROBERT CRAIG.
E. JAMAICA.
C. A. T. FURSDON.
ALEX. C. L. MARTIN.
EASTON W. MUIRHEAD.

16th November, 1910.

A 1. The Railway should give all possible facilities for the transfer of produce to the markets and to the seaboard for shipment.

2. It is much more important to help to develop the industries of the Island, and particularly its agriculture, and to help to find remunerative occupation for the people, than it is to make the Railway pay interest and sinking fund without any charge upon the general revenue.

3. It is a sounder financial policy for the Island that each individual should contribute a penny or two a year through the revenue for the efficient working of the railway, and for thus helping to develop cultivation and increase the produce

raised by small settlers and large producers alike, and increase the work and wages of the labouring population, than it is to aim simply at making the railway accounts of income and expenditure quadrate without aid from the revenue.

4. Having regard to the fact that so far as the Railway has depended upon the revenue of the Island this has been at the cost of the people generally, and having regard to the importance of proprietors and settlers in the remoter parts of the Island being able to get their produce to market on remunerative terms, it is necessary that while as low terms as possible be fixed for the districts near the coast, those at a greater distance should pay less per mile in proportion.

5. Special facilities of transit should be given for minor products, fowls and small stock. This would be a gain in power of securing an adequate livelihood to the producer, and advantageous to the purchaser, and help to keep money in the country which now goes out of it.

6. As regards oranges and the like, the possibility of the trade existing at all, depends largely on cheap transit. Wherever this is the same, the transit should be specially arranged with a view to sustaining and developing the industry rather than making profit out of the charges for transit.

7. It should be borne in mind that in respect of much modern production and commerce, Railways are as necessary as turn-pike roads used to be. And it is as necessary now to make railways accessible to the utmost possible extent for the purpose of agriculture and trade, as it formerly was to make turn-pike roads so available. It is to the true advantage of the whole Island for this to be done, even at some expense to the general revenue.

***

B "In reply to your circular of the 14th instant, I have pleasure in stating my views on the present policy of the Railway as affecting the Agricultural interests of the Island.

The most pressing subject is the question of the rates. These are so arranged, that in order that traffic through the non-paying portion of the line may be given low rates, the tariff on the paying portion between Greenvale and Kingston is increased to such an extent as to admit of the competition of drays between various points on this line. Now with a level line such as there is between Porus and Kingston no Traffic Manager in private employment would be retained for an hour if he allowed his rates to divert the traffic on to the roads. That this does occur is notorious.

The reason seems to be that the Railway management are convinced that traffic cannot be carried at a profit, and that the less there is carried the smaller will be the loss at the end of the year.

The next point is the unwillingness of the Railway authorities to assist shippers by granting ordinary facilities.

For example, no cattle on a station on the Montego Bay Line beyond Spanish Town can be carried to a station on the Port Antonio or Ewarton Line by a goods train and be delivered on the same day, consequently they have to be shipped by passenger train, for which 10 per cent. extra is charged "for the accommodation of shippers."

Constant complaints are made of the treatment accorded to exhibitors at Shows by the Railway, and many people, of whom I am one, decline to send to Shows on account of the lack of proper arrangements for the animals. It surely is not too much to expect that the same number of vans given to take the Stock to the Show should be provided to take them back. The unwillingness of the Railway authorities to do anything is shown by the recent reply of the Director refusing to give facilities for landing passengers at a place in St. Mary's on the ground that the place would soon become so popular and do such a large business as to affect the two stations on either side. On any private Railway this would be considered as the most convincing argument in favour of erecting a station without delay.

It is difficult to know what the position of the Railway is: it seems to be under the protection of the Government but not under its authority. The Director has "An Advisory Board" which has no power whatever. If the Railway were a private line there would be anxiety shown to meet the wishes of the public and to increase traffic: if the Railway were a Government Department the wishes of the taxpayers expressed through the Legislative Council would be listened to. For instance, if we considered that in order to prevent the annual waste of oranges it would be advisable to carry oranges on the Railway at unremunerative rates and face a slight loss on the line by doing so, we, the taxpayers, ought to be allowed to do it. But does anyone imagine that the Director of the Railway would allow it?

We seem to have all the disadvantages of both systems. We have trifling economies on points that greatly inconvenience the public (e.g., the Director's refusal for a long time to light the tunnels to Montego Bay); we have prisoners and lunatics carried in third class carriages, though protests have been made against this practice for years; we have cattle-docks so constructed as to necessitate cruelty to cattle (I may say that I have given up using that at Four Paths on this account, although I have made constant complaints and have twice been promised by the Governor that it would be rectified), and finally we have the recent alteration in the passen-

ger rates which has had the effect of driving people out of the first class carriages into the third class.

I do not think the Agricultural Society need hope for any improvement in the policy of the Railway towards the Agricultural interests of the Island unless we have some fresh system of control."

***

C " Referring to your letter of 14th March (received March 30th) giving the outline of a circular being sent by a Committee of the Agricultural Society on the subject of the Jamaica Railway, this is only what I would like to have seen done a good many years ago.

You tell me an increase in the freight rates has been made " on oranges of 25 per cent. during crop time." If you would get at the reason I believe you would find that there is not the rolling stock to deal with a big crop, and would you increase your stock in order to carry only a few extra trains of oranges? The management says "no," it should certainly say "yes." It is the want of faith in future years—this working DOWN in every possible way to the existing traffic which is the cause of the Railway making such poor progress and doing so little for the Island compared with what it could do.

It is no mere matter of altering a few details or lowering a few rates that is required, but a complete revolution in the system on which the Railway is worked—an optimistic view and a working UP for, and a determination to get increased traffic, which I think your Committee has to aim at obtaining. To this end the following points should, I consider, be mooted sooner or later, and some of them at once :—

(1) *Separation of goods from Passenger trains.*

(2) Increased rolling stock.

(3) Goods trains should stop at almost any spot (not on heavy grades) where sufficient traffic offered, and in some cases loop sidings be put in.

(4) Light motor carriages should be run between Clarendon Park and Montego Bay (more especially to meet the tourist trade).

(5) The passenger rolling stock—now all too heavy—should be gradually lightened and the trains quickened up.

(6) If the present couplings cannot be made to work properly, they should be gradually replaced with ones which will.

(7) Passengers should be taken up or put down at many of the road crossings on request.

(8) Rates on bananas and oranges, and probably on many other things should be lowered.

(9) It is a question whether the wharves of Kingston, Montego Bay, Port Antonio, should not be free for materials carried over the line.

(10) *Agencies should be established at Mandeville and Chapelton.*

(11) A collection and delivery of goods in Kingston, and possibly in Montego Bay and Port Antonio would seem advisable.

As to (4), the tourist trade has been shockingly neglected by the Railway—instead of tourists wishing to do the trip from Kingston to Montego Bay, I don't think I ever came across one who did not declare he would not do it a second time. Also from my contact with tourists, I have formed the opinion that Montego Bay would be much preferred to Kingston or Port Antonio, but for the difficulty of getting there. A fine tourist traffic ought to be worked up over this line, and Montego Bay would soon develop as a tourist resort. I have long advocated light carriages, something after the style of the Electric Cars, and only a week ago I saw such a carriage as I mean on Gare du Sud Line, on a train running between Toulon—Hyeres—and St. Raphael;—*this line is slightly like that between Buff Bay and* Port Antonio, with quite as many tunnels, more vertical cuttings, but less grades. During the tourist season there should be at least two light trains per diem each way between *Kingston* and *Port Antonio*, and *Montego Bay*.

As to (5), as a beginning, the old English Carriage underframes with new bodies could be made up into light trains, which could be drawn with the light four-wheel coupled Kitson Engines. I mentioned this once to the late Mr. Bell, and he told me he was before me in having advocated it.

As to (6), the damage to the rolling stock itself, as well as to fruit caused by the bad working of the existing couplings must be very great. And you can hardly punish men for rough shunting when the order has to be given "Come back hard" (as I have heard it) in order to get the couplings to couple.

As to (8), Banana trains used to pay the Railway very handsomely, and if I remember rightly, so did oranges. Would it pay to lower the rates? I say it would, the Management says it would'nt. It used to be said by the Management that the rates are already as low as in any part of the world, but this seems no argument against putting them lower, providing doing so will bring in increased traffic and revenue. The rate must, of course, be one that will pay. Under existing circumstances—taking into account the fewness of the trains—I should say 4/6 per train mile would cover all expenses inclusive of interest on Capital. *Of course with a large* [illegible]

Cuttings, etc., and the Management remain practically the same for 50,000 miles run, or 100,000 miles run. I know that oranges were carted in quantities from the Victoria Mountains to Kingston passing within about 1¼ miles of Clarendon Park Station. I have heard that fruit is similarly carted past May Pen and Old Harbour Stations, and even past Williamsfield. There MUST be something wrong about a Railway that cannot stop that. I believe the rate for oranges from Clarendon Park is 1s. 1½d. The management would say you would never get the equivalent if you lowered the rates to 10d. (roughly by 25 per cent). To my mind it is a certainty that in a very few seasons you would get a great deal more than an equivalent, but I do not know how to combat the pessimism which takes the other view. Besides securing probably ALL the fruit now passing, this 3½d. per barrel enables oranges to be carted from a very much larger area than that from which they now come. And of course, the same argument applies to Bananas."

***

D "Candidly, I do not see how the Government can so completely alter their system as seems to me necessary, and it was for that reason when writing to the "Daily Telegraph" some four or five years back, that I came to the conclusion that there was nothing for it but to at once sell the Railway—SELL it—NOT as on the last occasion. *He will be a plucky manager, who in the face of the previous many* years extreme economy will start off ordering rolling stock and lowering rates—starting Agencies—and delivering goods—and reporting at the end of his year a bad drop in revenue and big increase in expenditure! And it would be a plucky Government to let him do it! It would be a terrible fight with the elected members, *and it perhaps is not reasonable to expect the Government to do much more than* moon along on present lines, with mild alterations here and there.

*I see I forgot to say that on the "Sud" railway they have many small stop*ping places for passengers—just a rough platform, no station. If there is anybody on the platform the train pulls up, or if anybody on the train wants to get out. Tickets for these stopping places are sold on the train, and even in England, where stations are rarely far apart, they have in some places "halts" similar to these on the "Sud."

***

E "In reply to your circular re Railway Freights I have only had a casual glance over the proposed rates and one of the most important points I first observed is that the rates for a particular product are low where there is no freight and high where there is freight:—(e.g.) Corn from Old Harbour to Kingston are low or *reasonable where I presume little or no corn is produced for shipment,* while from Balaclava where there are large quantities to be shipped, the rate is practically prohibitive.

I do not say the rates should really be reversed, but if such were done it would be a strong incentive to the cultivator to produce corn, where it can be grown to advantage.

I take this view that so long as the Railway is a Government property it should *be managed not with the sole object of making every article shipped pay its own* way, but with the object of developing the interior of the Island, for the exterior or points nearer shipping ports will always find a paying outlet for the producer; while there is absolutely no encouragement in the proposed rates to develop the interior parts. Particularly should this be done with cultivatable crops such as *corn and all ground provisions. With the present conditions of the Island it seems* absurd that the rates from any one Station in Kingston should in any case be three times and more what it is from another point. I do not say that this reversed is good finance for a Railway Company, but we must understand that we (the taxpayers) own the Railway and have to find the money for operating it, therefore better for us *to pay a little greater tax and be able to grow produce we can get to market whereby* we can pay taxes.

Then again the minimum rates for car lots at near points are one and two tons while at greater distance they are eight or nine tons,—this I know is owing to the fact that only the larger cars run into the interior. Now is it not possible to re-arrange the trucks on the smaller cars, or even build an intermediate size car. This is an engineering question and I only suggest it.

Regarding fruit shipments, I know all the stock arguments as to requiring better cars, etc., etc., for oranges and bananas, but this is not good enough, and orange freight from the greater distances are absolutely prohibitive or at any rate *prevent the possibility of profit to the shipper, this certainly should not be, for* there is no rate that affects such a large number of producers as on oranges; again, bananas are rarely if ever shipped at a loss, while oranges are seldom shipped at a profit, the fruit being in the country, surely it is the duty of the Government to assist the producer in exporting rather than allow the fruit to be utterly lost.

At the risk of being a bit tiresome I should like to repeat a little history—some yaers ago when I was shipping largely I approached the Railway with the object of bringing oranges from Montpelier to Kingston. I ascertained from the Superintendent of traffic that only three large cars could be taken over the hills,—this would have been satisfactory if terms could be arranged, whereby I could afford *to buy the fruit. The Railway asked something over £50 for this special.* At the time I went fully into the cost to the Railway and found that to run the special from and to Kingston, taking a day each way, paying wages of conductor, two

brake-men, driver and stoker, cost of coal, etc., was covered by £7 10s, I proposed another £7 10s. *for tear and wear, then double this again for profit, making* £30 for the three cars weekly or fortnightly, and this was all the fruit at current rates could possibly stand, but the Railway would not even think of £50, of course the result was that thousands of barrels of oranges rotted on the trees.

This may have been good Government Railway Management, but it was bad business for the producer of oranges, and I conclude the present rates for long haulage of oranges should be cut in half."

***

F "I engaged to ship two milch cows to Kingston, took them to Montpelier, each had a calf two days and five days old respectively, I put them in a car and allowed the calves loose with their mothers. I was charged 30s. each for cows and 15s. each for calves.

Now, had I shipped the calves as freight "small stock" by weight, I would not have had to pay more than 7/6 for the two. This would clearly have been a case of cruelty to animals, but there would have been a saving to me of 22/6, and not only was there no trouble to the Railway as I loaded the stock, but if I had shipped as "small stock" the calves would have to have been handled in the baggage car at some inconvenience.

Again, *all stock rates from local stations* to Kingston are by the individual animal till the individual rate equals a car load rate,—or in other words, six cows would cost and do cost the same to transport as 24 cows. Comment unnecessary."

***

G "I duly received your circular of 14th instant, asking me for my views on the *present policy of the Railway so far as it affects the agricultural interests of the* Island.

I do not think that the policy of the Railway to-day is any different from what it was 25 years ago. The *line is operated rather on the principle that it is a* Company Railway, whose sole object is that of wringing out dividends for its shareholders instead of its being a Government Railway whose object it should be to develop the country and increase the purchasing power of the people. I do not suggest that this should be done at the expense of the general taxpayer, but whatever *the difference be, between the cost of haulage and the price charged for such* haulage, is a margin to provide the interest and sinking fund of the loan.

This cost of haulage was fixed when the Jamaica Railway Company hauled the material for the West India Improvement Company at ½d a ton per mile on the flat, and 1d a ton per mile on the hills.

Mr. Richmond, the present Director of the Railway, contends that those prices are not to be taken as a basis : and in the face of the fact that I have no figures to check, I am unaware as to how to arrive at any conclusion. But even if one were to double these figures and take that amount at the actual cost, it would still leave a handsome margin which could stand " shading down " and so encourage an out put *for many articles of produce, which at present are unable to be marketed.*

I would point out the extraordinary way in which the several articles are classified—oranges being double the rates of bananas, and so on—while other enterprises have been so discouraged that they have been killed. I refer to the potato growing industry which was started in this parish some 8 or 10 years ago, and which was *absolutely annihilated* by the Railway charges—instead of being built up into an industry, which should have been worth to this parish anything from £5,000 to £10,000 a year and this money now goes out of the country to buy potatoes abroad.

Contrast this with the action of the German Government Railway when, in order *to bring into Germany money which would have gone by, they hauled coal* from the pit's mouth to the seaboard free. Anybody who is at all conversant with German ways will not suggest that this was done out of mere *philantrophy.*

A curious idea seems to exist in the minds of those who direct the traffic of the Jamaica Railway : that the more facilities are decreased the greater will be the *profits shown by the Line.* This is so diametrically opposed to common sense and modern methods of business that it calls for no further remark.

If the Railway, as a whole, were worked on absolutely up-to-date business lines and those responsible for its working kept always before them the fact that this working should be carried out as if the Line were competing with an opposition Line, *I am satisfied that the results* to the country would be very different. And further, in calculating the value to the country of a Railway so worked, a mere difference between the debit and credit account in no way represents the value of that Railway, but it must also have given to it a credit for the improvement in the purchasing power which it has been instrumental in creating, and so no fear need *be entertained that in order to assist agriculture* the Railway would suffer.

In Nova Scotia apples grown right up to the Anapolis Valley are brought down by rail, distances varying from 80 to 159 miles, and are wharfed in Halifax at a cost *of—if I remember right—under* 20c a barrel and thence the charges for freight to London are 1/ per barrel. In this way the Dominion Government have built up, out of the apple industry alone, an enormous purchasing power for the Province.

*Contrast this with the existing charges on a box of oranges say from Williams*field (10½d and 8d) steamer freight to London 2/6, it being borne in mind that these

charges are made on a value of the contents of the box, worth in the month of November about 9d, the result is that from the beginning of December little or no shipments of oranges can be made from the Island in general and this parish in particular, *and tens of thousands of fruit are left to fall from the trees instead of being* marketed."

***

H "I do not know whether in the inquiry on Railway matters which your Committee is making, it is intended to take into that scope the question of Passenger Traffic, though, indirectly, this also has to do with the development of the matters of this Island, (seeing how largely men like myself travel on Agricultural business.)

I have repeatedly pointed out to the Director that if he issued mileage tickets one thousand or five thousand miles if he likes, at say even no reduction, merely the penny a mile for 3rd class fare, the mileage could be torn out by the Station Agent in exchange for a 1st class ticket.

The Railway would get the benefit of lump sums; they would have people, *not dead heads, in the first class, which is now going empty: and travelling would* be increased rather than decreased by anything of the sort.

I am aware that season tickets are sold at very reasonable rates, lower even than what I here suggest, but while these suit people travelling daily between fixed stations, they would not suit others like myself who, all the same, travel between 7 to 8000 miles a year over the line, and who bring considerable grist to the Railway mill."

***

I "The present policy of the Railway tends, it seems to me, to prohibit rather than encourage the shipment of Agricultural Products. A substantial reduction in carriage charges would, in my opinion, increase the volume of trade. Thus, the farmers would be greatly benefited, while the increase in the amount of Produce shipped would, in a great measure, compensate for any loss experienced by such reduction of charges. It should be, I think, a chief concern of a Government Railway to draw trade, thus developing the agricultural and other resources of the country.

The hills and valleys of Jamaica possess agricultural possibilities that are, as yet, largely untouched. To develop these possibilities would result in increasing prosperity for the masses of the people, and, as a consequence, improve the business tone of the whole Island.

Regarding my experience in the growing of Irish potatoes, I will say that in both the parish of Manchester and in the parish of Westmoreland I have succeeded in raising very fine potatoes. This has been done with both pleasure and profit. In 1897, I introduced the cultivation of this crop in the Devon district of Manchester. The soil in that locality is specially suited for the purpose. I am quite convinced that Jamaica commits a commercial folly by importing Irish potatoes, except for planting. We should produce all the potatoes we need, and also ship to other countries. I believe it would be possible to develop a winter trade in potatoes between Jamaica and America.

What I have said regarding potatoes, might also apply to the growing of other crops such as corn, peas, onions, etc.

Trusting that as a result of the investigation made by your committee new markets may be opened up, and the people of the Island encouraged to supply the demands of those markets."

***

J "We have received your circular letter of 14th instant in reference to a committee of the Agricultural Society that has been appointed to consider and report on the present policy of the Railway as affecting the Agricultural interests of the Island.

The Tariff, which the Railway, under its present conditions, must necessarily place on agricultural products, we consider greatly curtails the utility of the Railway to agricultural development.

A point which we should strongly like to bring before your committee is, THE QUESTION OF THE RAILWAY INTRODUCING SOME LIGHT SYSTEM OF HAULAGE. We refer specially to quick, light trains being propelled by gasolene. We understand that the cost of running these would be very small, and for this reason the Railway could then afford to offer very much reduced freights. Take, for instance, our own districts here. If cheap freights could be offered between the country districts and the town, it would enable agriculturists to very considerably develop their minor products, such as vegetables, poultry, etc. *This point can be very strongly illustrated* by the large quantities of potatoes imported into Jamaica, and in our country districts every pound of potato could be grown that is required in our Island; but, having no cheap freighting facilities to forward those to the points of consumption, *agriculturists are unable to open up potato-growing.*

We cannot too strongly advocate this system of the Railway introducing light motor trains. This has been introduced very successfully in the United States system of Railways, and the development that might take place from this Motor Railway System is unlimited, for, undoubtedly, they would be the first steps towards light line feeders for the Railway, and such feeders running through the agricultural districts, affording reasonable rates of transport for the products of those districts, would mean very great development.

The present Director of the Railway has very decided and, probably conserva- ? views in regard to the tariff question. We are not in the position to discuss h points relative to the present Railway System, but we consider that develop- nts on the lines of new haulage systems might lead to interesting results."

***

K "I have received your circular of 14th instant. It seems to me that the Rail- .y authorities do not study the interests of Agriculturists to any extent. I am of inion if the rates were lower, a great deal more freight would be conveyed by the .ilway. Dealing with this Station I find the rates on Agricultural produce are as lows:—Coffee 30/- per ton, Pimento 23/6, Annotto 20/3, Ginger 30/-, Corn 23/6, 'eadkind 23/6.

Of course the merchants who buy produce have to purchase at much less than ey would give otherwise as the rates are so high, and this means diminishing the *irchasing powers of the small man. It would be a great thing for the country if* reduction could be obtained, and I believe the increased traffic would make the ss to the Railway Nil. The rates too, on sugar and rum (which after all are Agri- iltural products) are too high, and there is no doubt that properties that ship iese articles by rail will go in for motor wagons unless a considerable reduction is ade. I may *mention (although this hardly comes within the scope of your in-* iiry that the freight of machinery is 34 11 per ton! an effectual bar to anyone who ight wish to install any kind of machinery on his property.

St. Elizabeth *is a large corn producing parish, and I should like to see the* rates freight reduced on that article and on breadkind, as I believe, if the people could et better facilities they would ship to Kingston and make more money and would ant more largely."

***

L "In reply to your circular I beg to say that I know very little about Railway ates on anything but oranges, but on these I consider the charge excessive and un- air when compared to other things. Government professses *to seek to encourage* his Industry by a subsidy of £20,000 per annum—an Agricultural Society, enfor- ing trade marks and licenses and kills it by the Railway Rate. Why should a harge of £15 16/- (except after 1st December when there is a rebate of 25 o/o) be nade on a car of oranges from Kendal to Kingston containing 200 barrels of 156 lbs = 30,000 lbs. when *the same car containing 500/600 bunches of bananas, averaging 50* bs each, (very heavy ones weigh over 100lbs, = 25/30,000lbs, nearly the same as the oranges, is only charged £6 15/-. One would think the struggling orange Industry should (if anything) pay less instead of quite double.

I cannot see any excuse for charging more on them."

***

M "South Manchester *makes little use* of the Railway. Pimento and coffee go to Alligator Pond. Practically no citrus fruits are now shipped from this district. We appear to be too far from the Railway. The demands of the market appear to be met from the districts adjoining the line. Probably a reduction of the Railway rates might lead to increased shipments and we might come in, in that way. Crates *of fowls go down to Clarendon Park and Four Paths.* Cartloads of oranges some- times go from Victoria Town district to Kingston. I don't know whether the Rail- way could offer special facilities for the conveyance of oranges in bulk for the King- ston market from Clarendon Park. I expect there is a market in Kingston for our fruit if we could reduce the cost of transit and the cost of packing.

I am very glad you are moving for reduction of Railway rates on the products of Manchester. *None of our industries are lucrative now-a-days, and anything* that can be done to get more of our products out, or get them to the ship side at cheaper rates will be a substantial help to us."

***

N "In reply to your letter of 14th instant with regard to present policy of the Railway as affecting the agricultural interests of the Island: I wish to urge one point, which I hope the committee will endorse, viz:—the inconvenience caused and the risk and suffering entailed by *the side tracking of stock in transport* from the West to await the later train from Clarendon Park or some other Station near. Animals should come straight through with as little delay as possible for every reason."

***

O "I am in receipt of your circular letter of 14th instant re present policy of the working of the Railway. I consider that the Policy of the Railway should be to encourage agriculture in all its branches. Take the case of oranges, when there is a chance of selling *the cost of carriage is raised* 25 o/o and reduced this amount when there is no sale."

***

P "In reply I beg to say that in my opinion the whole question requires care- ful consideration not only agriculturally but commercially also. I consider the re-

vised tariff lately issued by the Railway to be most unsatisfactory and against all interests of the community, but against the interests of the Railway itself, and would suggest that the whole question be reconsidered by a Committee of Planters and Merchants associated with the Railway Advisory Board to have the matter put on a fair and equitable basis."

***

P. "We are in receipt of your circular informing us that a Committee of the Agricultural Society has been appointed to consider and report on the present policy of the Railway as affecting the agricultural interests of the Island, and that the Committee is desirous of obtaining information, and suggestions bearing on the whole question, and you will be glad if we will favour you with our views on the subject, in writing, for their consideration.

We cannot express an opinion from an agricultural point of view, but our experience from a commercial point of view is that the interest of the commercial community is not taken into account at all in the management of the Jamaica Railway. Economy at the Railway appears to be the order of the day, and so long as the Railway can delay the delivery of our commodities, it matters little to them what inconvenience or annoyance we are placed to, and we cannot do better than send you the copy of a letter which we were compelled to address to the Director on the 11th instant. The letter speaks for itself, and we hope any suggestions that the Agricultural Society may see fit to adopt, they will not oversight the necessity for rapid transit."

***

Q. "We yesterday received by Railway goods from various stations on the Railline which had been delivered there from the 1st to 4th March, and we have not yet received all for which we hold receipts. Now the position is this, how the delay affects us is—if a customer or agent of ours delivers an article like cocoa not properly cured and the Railway keeps it for 9/10 days, and the cocoa turns black and gets mouldy before we can discover it, the Railway is causing an injustice to us, because but for the delay we would have some difficulty in proving the condition it was sent away in, while if it were promptly delivered we would be able to expose it to the air and cure it. The Railway owns but four mules and drays, which work all the year without change of animals. Would it not be wiser to employ six drays in the busy months and keep at pasture in the dull season two mules to change the others? We cannot think that the management of the Railway is so dead to the public interest, as not to see the need for giving the Mercantile Community greater facilities."

1.—THE USE OF MANURE.

Though it is many years since Chemical or Artificial Manures, now popularly known as "Fertilisers," first came into use, there are still many who are prejudiced against them, and are of opinion that they are vastly inferior to natural manures such as cattle or pen manure.

That this erroneous opinion still obtains, is due usually to either a want of proper knowledge as to the effects of manures or from having used unsuitable or inferior fertilisers at one time or another. A better understanding of the action of fertilisers will enable them to be used with profit and economy in making the best use of the dormant reserve stores of plant food present in the soil.

It is to be borne in mind that fertilisers are not *rivals* of natural manures but *aids* or *suppplements* to them.

Natural manure (cattle or pen manure) is most excellent and worthy of far more care and attention than is given in protecting it from the rain and sun. Its great value consists in its improvement of the tilth or texture of soils and in promoting their power of holding water which enables the crops better to withstand drought. As a fertiliser, cattle or pen manure is a complete manure, containing nitrogen, phosphates and potash, though it is not a well balanced one because it is invariably poorer in phosphate than in either nitro-

gen or potash, owing to the animals acquiring and retaining most of the phosphate contained in their food for building up their bone, muscle, etc. It is a lasting manure because the plant foods are largely slowly available, in fact hardly all recoverable or made use of during a lifetime. On the other hand the effects of fertilisers on vegetation are comparatively rapid and take place soon after their application from which it will be recognised that both natural and artificial manures have separate and distinct places in agriculture and are most effective when used in combination.

Natural manures should always form the *basis* of successful practice but heavy applications alone are not economical. In the vast number of trials which have been conducted for many years in the United Kingdom and elsewhere on all kinds of crops, heavy dressings of dung alone never have yielded crops of such large quantity, good quality or as profitable as when a much smaller quantity (one half even) has been used supplemented with suitable fertilisers. Fertilisers being concentrated plant food and of very much less bulk are cheaper to handle, and can therefore be more conveniently taken to distant and hilly portions of the estate, which from their inconvenient position seldom if ever receive any manure.

The advantages of the foregoing method of manuring or feeding the crops will be readily recognised, because the plants are able to assimilate the more quickly available plant food contained in the fertiliser from the commencement of growth until the plant food in the natural manure becomes available, so that all through the period of growth the plant receives a continuous supply of food.

The indispensable plant foods always more or less deficient in long cultivated soils in available form or phosphoric acid (which is the active principle in phosphates) nitrogen, potash and sometimes lime. These must *all* be present in sufficient quantities for *all* crops. Should one or more be deficient, the size of the crop is limited by the essential element of plant food present in the *least* abundance. No excess in the supply of any of the other plant food can possibly compensate for this deficiency. No excess of nitrogen can replace a shortage of phosphates and vice versa.—G. CAMPBELL ARNOTT.

[We have arranged with Dr. G. Campbell Arnott, who is the Technical Adviser of the Fertilisers Manufacturers Assocation of London, to write a series of articles on the use of Fertilisers. In several cases we have noted the great benefits of applications of suitable fertilisers to the land before planting Cowpeas, Bengal Beans, or Jerusalem Peas, as a green crop—the crops were waist deep in vegetation, and the principal crop, bananas, sugar canes and tobacco, benefited enormously from the addition of such a mass of humus and nitrogen.—Ed.]

* * *

WHAT FERTILISERS TO BUY.

The different elements of plant food are required in different proportions by different plants. Soils vary in their supply. It is,

therefore, well for the farmer to know what his plants need and what his soil contains before he invests in fertilizers. There is only one practical way for him to do this, and that is to observe closely the growth of crops on his own land and by plot experiments. If the plants grow rapidly and make an abundance of leaf and stalks, it is evident the land has plenty of nitrogen. Then, if there is not a proportionate amount of fruit, it is safe to assume that the soil needs phosphoric acid. Then, again, if the plant has not a good color, or is it shows a tendency to drop its fruit before it is ripe, the indications are that the soil needs potash. While most soils are deficient in all these elements of plant sood, the farmer who can get large quantities of manure, made from well bred animals or who grows such legumes as are adapted to his latitude will very largely eliminate the expense of nitrogen from his fertilizer bill. In fact, *it is our belief that it may be practically all avoided.—Exchange.*

* * *

Few planters in the tropics (except probably growers of cane who keep large quantities of working stock, can hope to make enough animal manure to add to their lands. Banana growers on a large scale can make very little manure comparatively speaking ; and generally, in the tropics little animal manure can be made considering the large acreages in cultivatlon Therefore the growing of leguminous crops is a necessity and as far as bananas are concerned fertilisers should be used on the leguminous crops.

It is from practical experiments closely observed that we find out what is most useful for particular conditions, but it is always well for a planter to have a chemical knowledge of his soil by getting an analysis from the Island Chemist and his suggestions as to what the land needs. The planter can then test this knowledge by experiments.—(Ed).

BOILS IN HORSES.

In September what appears to be an epidemic of boils appeared, one after another, on a number of my horses. So far no mules have been affected. All went suddenly lame, that is, nothing appeared to be wrong till they were discovered to be quite lame on different legs. On examination large boils were found. On some between the heels, on the fetlock joints (inside), above and below the hock (inside), on the stifle joint, and above the coronet. All were exceedingly painful and discharged a large quantity of pus, ultimately revealing a large core as big as a hog plum. On getting this squeezed out the animal seemed to get great relief and the wounds closed fairly rapidly. The animal attacked above the coronet has been the worst case—pus broke out right around it, making a large sore, the leg is much swollen and cannot be put to the ground, while the beast has lost condition rapidly.

On the appearance of the first case, I gave the stock, b

For other treatment, I had the sores bathed with warmish water and the wounds dressed with a mixture of weak Carbolic and Boric Acids, touching any proud flesh with bluestone.

I have had no previous experience of this trouble, and can only suggest—is it climatic ? some obnoxious weed or contagion carried in some way ?

Perhaps some of your readers with experience of it, may be able to say the cause and cure.—R. C.

4th October, 1910.

NOTE.—Since writing you on the 4th instant, other two of my horses have been attacked by boils, both between the heels, but not so seriously as those first seized. I expect they will be sound in a week or ten days. The pony which developed the boils above the coronet, I had to destroy this morning. The flesh surrounding the pastern sloughed completely off, exposing the bone, while the crust of the hoof became separated from the coffin bone. The leg looked rotting off. The animal, once a well-known polo pony, could not be coaxed to feed, and became so emaciated I put him out of his misery. I have not heard of other cases in the district around, but I am not in the way of hearing much.—R. C.

10th October, 1910.

* * *

The above communication was submitted to me by the Secretary with the request for a diagnosis.

Judging from the description merely—I have not seen any of the cases personally—I should say that the writer is correct and that he has on hand an outbreak of boils or furuncles.

The symptoms of furuncles are the appearance of a nodular, hot, painful swelling invading the deeper layer of the skin. This nodular enlargement is surrounded by a hot, swollen area which soon breaks down in the centre with a copious discharge of pus coming from a crater-like depression, in which adheres a core or small mass of dead tissue.

Prevention consists in sustaining the general health of the animals and in preserving the skin in a very cleanly condition by bathing them with weak solutions of carbolic acid, or creolin or Jeyes' fluid.

The treatment of the writer is good and evidently effective.

When the nodules appear they may be cauterised by the use of pure carbolic acid crystals dissolved in a little glycerine. This will relieve pain and aid in the bursting of the boils. After these open they may also be treated with carbolic acid as above, taking care to syringe out the boils about three minutes after the use of the carbolic acid with alcohol in order to stop the caustic action of the carbolic acid. Paint the surrounding parts with tincture of iodine.

Exposed sores around the coronet and fetlock should be bandaged loosely with swabs of cotton dipped in one in thirty Jeyes' fluid solution.—S. LOCKETT, V.M.D.

PREPARING FOR THE HONEY FLOW.

A VERY important subject to all beekeepers just now is to be ready for the Logwood Honey Flow. At present we have quite a few plants in bloom, viz., Bitterwood, Chewstick, Xmas. Poppies, etc., and although we get no surplus from these, they are of inestimable value coming at this time of the year when the bees are in poor condition. This is the time when the beekeeper can be of the greatest assistance, (i.e.) if he is prepared to spend a few pounds on sugar to feed. I have fed in the last two weeks 2004 lbs. of centrifugal sugar. To me it is a perfect pleasure to see how the bees have responded; the queens have filled every frame with eggs and larvæ in the fairly strong colonies, and that means young bees for the Logwood flow. Perhaps it would be as well if I stated here my method of feeding. I go through every hive in the apiary and see what each requires, if fairly strong with some stores, I do not go into the brood nest again but take combs from the supers, say two, send into the honey house to be filled with syrup—(half water and half sugar) and so on right through the apiary. If I can, I prefer to give them two combs of syrup in the brood nest the first time I go through them. I afterwards feed in supers. From all that show any sign of weakness, I take away supers and spare combs in brood nest, I cut bamboo joints to fit hives, take out about 2½ inches on one side, split this piece and put back in bamboo joint for floats, and fill with syrup. You will find the bees will take up every drop by morning if filled at night, you can fill so easily every night with a garden pan. Just raise the cover and it is done without smoker or veil, and in a few minutes you can feed 60 colonies. After feeding your strong colonies about twice you can put bamboo joints about the apiary and feed in the day, I have been doing this the past two weeks to stimulate brood rearing, and in my home apiary they would take up 20 gallons of syrup easily, and would take up twice as much if I were there to feed all the time. You will note that I use no expensive feeders, bamboo joints are as good almost as anything, and bees do not drown in using them.

Just before the Logwood Bloom opens the wide-awake beekeeper will want to manipulate his colonies, so as to get all the honey he possibly can from this source. I will just tell you how I secured 13 casks of Logwood Honey from 78 hives last season, first extraction. I had 85 hives in this apiary just before the honey flow, 30 of these were four and five frame nuclei with fine young queens, the others were rousing strong colonies with ample stores. Ten days before the honey flow I went through all the nuclei, took away from each two frames of eggs and larvae, and exchanged these for sealed brood from a strong colony. During that operation I particularly observed what the Queens in the strong colonies were doing, marking the hives of those that were not satisfactory, and put Queen excluders on the others, ready for the Honey flow.

About two or three days before the blossoms opened, I went back to the nuclei and proceeded to give the strongest of those

frames of sealed brood and honey from the weakest until the brood nest was filled right up. I then put on Queen excluders and supers and was sure of two supers of honey, if the queen was all right. I then went to those hives that were not satisfactory, and pinched off the heads of the queens, introducing the young queens from the nuclei I had used in building up. At this time of the year they will be accepted without question.

By manipulating in that manner I reduced my number of hives from 85 to 78, from which I extracted 13 casks, first extraction, some hives giving four supers of sealed honey. If I had allowed them to build up themselves I should have had 23 colonies less to extract from as none of the weak colonies would have given any surplus at that time. If all the queens had been good in the strong hives, I should have left the young queens with one frame of brood, giving a frame of foundation as well, she would have remained there quietly until I was ready to take away brood to prevent swarming when she could have become a money maker if increase was not desired.

I have already explained my method for the prevention of swarming in a previous article in the JOURNAL, so it will not be neeessary to go over that again.

Take the frames of brood from strong colonies, and after shaking off all bees, give to these little nucleus colonies, fill the brood nest right up with the *sealed* brood put on Queen excluder and super, and you will get an extraction from these also.

Bear in mind that these are young, vigorous queens, and only wanted bees to take care of their eggs and larvæ. If honey is coming in these will now surprise you. With what a vim they work, tumbling over one another in their eagerness to work and store up for a rainy day.

In building up these nucleus colonies I sometimes use frames of honey for filling up brood nest. Just put a frame of honey on the outside, one on each side of brood if you want to fill up. This will send Logwood honey up into the super and you can extract honey from brood nest after doing so in the supers, giving the queen room to lay.—F. H. B.

PRIZE HOLDINGS.

In company with Mr. Cradwick I was engaged from the 12th to September 20th, and from September 27th to October 10th in judging the Holdings entered for the Prize Holdings Competition in the Parish of St. Mary, and we beg to submit our Report as follows :—

Then went 47 Holdings entered for the Competition, 12 in the first class, 13 in the 2nd class and 22 in the 3rd class.

The moderate number of entries is satisfactorily accounted for by the following facts :—I. The weather conditions in St. Mary during this year have been both exceptional and erratic. While some parts of the Parish have suffered severely for the want of rain, other parts have had so much rain that the competitors have been unable to do much in the way of preparation, and quite a number had to abandon their intention

of entering on this account; and several almost at the last had to withdraw as they were unable to do anything, and they said it was practically impossible for us to get to them on account of the conditions of the roads.

But while the weather conditions have kept back a number, on the other hand no effort was made to induce any to enter for the competition unless there was a reasonable expectation of gaining a prize, but were rather encouraged to wait until improvements in progress were further advanced. After watching the influence of the competition in the various Parishes for a number of years, and having assisted in the judging of the Holdings during *two competitions*, in all the Parishes except Hanover, and in several of the Parishes during *three competitions*, experience seems to show that it does not generally assist the usefulness of the competition to press for entries, or even to accept entries on a number of cases where there is no possible chance of a Prize. There is still a number of our people who do not sufficiently appreciate the aims of the competition as to enter merely for the competition's sake, and who are readily discouraged when they do not get a Prize. The St. Mary's Competition is another of those instances where the amount of success is not represented by mere numbers—as a competition it has been most successful, and encouraging. The competition for the Prizes has been exceedingly keen and the Judges have had extreme difficulty in making the awards. It is very gratifying to note the amount of actual aud permanent improvement made on practically all the Holdings judged, and the splendid advance made by many of the old competitors since the previous competitions.

This is the third time I have been through St. Mary for the purpose of judgiug the Holdings, it would therefore appear that I am in a fair position to form an opinion of the amount of progress during the last ten years. I am concerned in my own miud, and therefore venture to say it, that the general all-round improvement made in St. Mary during the last ten years, has been unequalled by any other Parish. While the roads, judging from the condition of my horses, buggy and harness as well as some of my personal belongings, still need a tremendous amount of work on them, yet the improvement even in the roads during the last ten years is most creditable to all who are responsible for this important part of the Parish, life and progress. But there are two things which especially struck me, and which deserve special mention :—

1. The increased attention to cultivation and the vastly improved methods adopted, as well as the decided advance in the general care of and in the pruning of cocoa, and also the intelligent and successful attention which is now given to the suckering of bananas, so as to get in the main crop to meet the Spring Market. 2. Another thing we note with the greatest satisfaction is the large number of neat and substantial cottages being built throughout the Parish by the small settlers. The building of these cottages in most parts of St. Mary must be a very difficult and extremely expensive matter, as all the materials have to be purchased and carted long distances, and in many instances, headed over fearful roads where it is impossible to get a cart, and in fact at times dangerous even to walk over. But in spite of all this these neat little cottages are going up on every hand, wire fences are being erected, and a hundred and one other improvements which will very greatly increase the work and the responsibility of the Judges in future competitions. We still hope to see a more decided attempt on the part of the Small Settlers in St. Mary to increase and improve his stock, especially small stock. There are numbers of instances where at least one cow could be kept with great usefulness to the cultivation—profit to the owner, and much comfort generally to his family, and many a sixpence sent abroad for condensed milk could be kept at home with great advantage.

Those who keep goats badly need to give some attention to improving the breed—what we saw were on the whole a very poor lot—especially the

rams. I do not remember seeing one really good one—Pigs were not so bad—one or two very nice ones were noticed, but generally they need attention. Some very decided step should be taken to discourage the tethering of pig. A pig is rather a difficult animal to tether, and as a rule it is wickedly and miserably done, more often than not round one foot and as tight that the foot is badly swollen, and in many cases almost cut off—the leg seldom if ever removed, but left in one place until it becomes a perfect mudhole where the poor animal ekes out a most miserable and wretched existence, probably not getting a drink of CLEAN water throughout its whole existence. One feels inclined to suggest that a law might be framed to deal with the question of tethering pigs, at any rate Branch Societies might take up the question and in future any competitor found faulty in this respect, should lose most of his mules for stock.

The influence of the rain and wind storm of November last was still manifest on most of the Holdings visited, and the generally adverse seasons of the present year have not helped the cultivations to recover, but if no further trouble arises, the prospects for the spring are bright.

During the last few years there has been serious trouble affecting the Cocoa Industry. Both the pods and the trees themselves have been very badly attacked, and the loss to the parish by the decreased output of cocoa during the last three to five years must have been enormous. But Mr. Cradwick with his practical and observant eye, and his scientific turn of mind promptly took the matter up, and it would appear that the ravages of the Pod disease and the Tree Canker have been checked, and for the present got well in hand. It has been extremely interesting to see the expert pruning operations which have been carried out, by which numberless trees have been as it were snatched from the jaws of death. But what has interested me most has been to see the neat and efficient pruning which has been accomplished by a number of the small settlers themselves, such as on the Holdings of Messrs. S. A. Schleifer, R. Golding, J. Robbins, P. Watson, I. Martin, R. Sutherland, B. Pottinger, P. McLaughlin, and C. T. Dryden. Mr. Dryden's Holding was also exceedingly clean and free from empty cocoa husks and decayed pods which was very creditable, as too much importance cannot be attached to this. It appears to beyond doubt that one of the chief agencies in the rapid spread of the disease, is the presence of decayed pods in the trees and the empty and decaying cocoa trees on the ground.

Competitors might note that in future competitions they will lose marks heavily if these decaying pods and husks are present in the cultivation. Mr. Cradwick says bury them ; they make splendid manure. A suggestion is under consideration to offer Prizes during the coming year for the best kept cocoa fields, with the main object of inducing the competitors to pay special attention to the treatment of canker and to the clearing of the fields of decayed pods and empty husks. It is expected that the money for the Prizes will be provided out of the funds to the credit of former Port Maria Shows, this would be a splendid move.

While in the Parish I had the opportunity of attending several meetings of Branch Societies in which I took part. Two most useful meetings were held at Mt. Regale,—on the second occasion a Branch of the Jamaica Agricultural Society was formed with a membership of some 34 members. This was a most enthusiastic meeting. At Mt. Angus two meetings were held, this is a most active branch, and from the lively and intelligent discussion which took place, the members mean to do uselul work.

At one of these meetings the Hon. R. P. Simmonds was present and gave most helpful words of counsel on various subjects. His presence was much appreciated. I also attended a meeting of the Branch at Islington, when the Hon, R. P. Simmonds presided. He evidently has a warm place in the hearts of the people of these districts. It was a treat to the plain healthy talk he gave them on the power of Branch Societies

and the amount of useful work which can be accomplished by a strong Branch with a large membership. I also attended at large meeting at Richmond at which there were representatives from several Branches, in Portland as well as St. Mary—a useful arrangement was arrived at by which the Parishes of St. Mary and Portland agree to hold Shows in alternate years.

We beg to attach a Schedule of the marks obtained, and the Prizes awarded—while the total number of marks obtained is not high, yet it will be seen that the competition was very keen. In the first class for instance out of the twelve entered seven of the totals range from 85 to 74, the next two are 69 and 67, only three being below 60, the lowest 54. In the second class out of 13 entries 11 totals range from 82 to 60, the first eight being over 70. In the third class out of 22 entries 12 totals range from 76 to 70, the next 8 range 69 to 62. By this it will be seen how very difficult it was for the Judges to make the awards. On account of the keen competition and the close average marks obtained, we would request the Board to grant 42s. from the Entry fees which we beg to suggest may be used as follows:—Add 10s. to the fourth Prize in the first class and divide the Prize between Mr. Ed. D. Day and Mr. D. P. Watson. Add 2s. to the prize in the first class and divide the prize between Mr. John Harper and Mr. Alex. Cameron. In the second class add 5s. to the fourth prize, and divide between Mr. Geo. B. Pottinger and Miss Robertson—also in the second class add 5s. to the fifth prize, and divide the prize between Mr. Henry Cameron and Mr. James Angus. In the third class, add 4s. to the fourth prize and divide the prize between Mr. Isaac Melbourne and Mr. Philip McLaughlin—and add 1s. to the fifth prize and divide between Mr. I. Reynolds and Mr. I. Garsia. We also beg to recommend four extra prizes in this class of 4s. each as follows:—

1. Mr. Andrew Jackson for extra good general conditions.
2. Mr. J. J. Swaby for extra good catch crops.
3. Mr. Henry Robbins for extra general good conditions.
4. Mr. Joseph Williams for extra good cultivation.

We regret that it is not possible for others to get prizes, as they have exceedingly neat and good Holdings, and sincerely hope they will not be discouraged by not succeeding this time, but trust they will continue the useful work they are doing.

From September 21st to September 26th we were engaged in special work in connection with a Market Fair and Show at Ocho Rios, and also in looking into troubles affecting the coconut and cocoa industry in St. Ann, a Report of which will be sent separately.

We beg to take this opportunity of expressing our thanks to the many friends who so kindly assisted in advertising the Competition, and to those who so generously assisted us during the time of judging—at times it would be practically impossible to carry through this extremely difficult work with the same amount of success without the help of these friends.

We beg to remain,

Yours faithfully,

E. Arnett, Judge.

W. Cradwick, Instructor.

SECRETARY'S REPORT.

I beg to report to the Board of Management that as instructed I visited the Instructural district of Mr. E. J. Smith in South Manchester, and saw the two experimental plots there and some of the small plots, and as I had to be at Santa Cruz Show I took the opportunity, as I was so near Experimental Plot No. 1 at Southfield, to go up there and inspect it so

that I could make a comparison of the three plots under the same circumstances.

I held a meeting at Queen Town where there was a good attendance, and afterwards visited the experimental ground No. 3. I was very pleased indeed with this, it is well laid out and the crops are all thriving. There are always differences of opinion in a district as to the best way of planting crops, and in the experimental plots two or three methods are tried side by side. The Instructor brings to South Manchester certain St. Elizabeth methods for circumventing dry weather—which are very much needed there, but not every small settler is ready to adopt them. A small settler has not got the means to experiment with the various methods of planting, but the Experimental Grounds give the district the opportunity of seeing the various methods side by side, and judging for themselves. For instance, there is an experiment in planting corn one seed to a hole, one foot apart in a row; two seeds to a hole, two feet apart: three seeds to a hole, three feet apart—that is three feet square—the ordinary method. The results are not apparent yet, but it will be interesting to note which does best. Then, it is usual in South Manchester to plant three cassava sticks to the hole,—the St. Elizabeth method is one stick,—it will prove whether that method is more suitable for South Manchester. The ordinary method of planting banana suckers for this district is sticking up a sword sucker with leaves partly developed. I have asked that an experiment be tried side by side in plantation style of planting. There were very poor seasons during the year until September, since when they have been excellent.

No. 2. Plot at New Broughton I think slightly behind the Queen Town Plot—No. 3.—, but it was later in getting under way. It, however, is well laid out on the same lines, and should be very useful.

No. 1 Plot at Southfield being of course near Mr. Smith's own home is much more advanced, and there have been some crops reaped already—corn and beans. There is a large plot of different kinds of cassava, which will certainly not briug in less than £15, likely enough more. There are yams ready to lift, and some were lifted for my edification, which were large and very nice. From ten banks 269lbs. of yam were taken up selling on the spot @ 6/- per cwt. Thare are also experiments in two methods of growing Sweet Potatoes—different varieties of Sweet Potatoes are being tried.

I also held a meeting at New Broughton under the auspices of the South Manchester Branch, and a meeting at Ebenezer, at which there was only a small attendance.

I visited some of the experimental small plots. It is very hard to get some of these worked properly, even although we were paying small settlers for working a specimen chain of their own land, but those who responded have found that mulching and manuring can make a wonderful difference in their surface. I noticed, however, that most of the coffee is very old, and that the long drought has given it a very hard hit so that much of it will never recover even with good seasons. I advocated the settlers taking up what land they thought they could work well and try a year of heavy mulching and manuring; if they could not do this over the whole of their coffee, to take a part.

It was most promising to note the result of the experimental plots of tobacco,—three plots in S. Manchester towards the driest parts were taken up, fenced with sticks or bamboo, stock penned on a square chain, then the tobacco was planted, and great crops have resulted. From No. 1 was sold 342 lbs. at a wholesale price on the spot of 45s. per hundred lbs., there is 40 lbs. in hand and 15 lbs. to cure, and as there is still some tobacco leaf to pick which can be kept for the man's own use the total is practically 400 lbs.—£9 per square chain, in addition two bushels of red beans were sold. No. 2 plot 416 lbs. selling at 45s. per 100 lbs,, and one

bushel eighteen quarts of red beans. The third plot at Marley Hill was grown by a fisherman who is partly a cultivator, and this cultivation is hardly ever a good one. The man was absent but there will be about 250 lbs. of tobacco there.

When passing through the district of Letitz on returning to the Railway Station I visited another small plot at the Moravian school. Mr. Smith is cultivating one plot his way, and the children are cultivating another their way. There is not so much mulching and method in the agriculture in these Savannahs as up at Southfield; and I am told also that over in the Pedro Plains there is very little mulching carried on at all there. I have not been over on the great Pedro Plains.

Mr. Smith suggests now that we should run a No. 4 Experimental Plot there, drop the small experiments which have run two years and been fairly successful on the whole and use the money for these small plots for this No. 4 Central Plot.

I found that all the Branches in South Manchester and South St. Elizabeth, who have now had sixteen months experience with Mr. Smith are quite satisfied with his work. He was very slow at the beginning, but he has turned out very sure, and at any rate he is making a success of the Central Experimental Plots, of which few of us had any sanguine hopes from previous experience. Such plots take constant and close supervision, and with the numerous small plots which need as close supervision, Mr. Smith has a great deal more travelling than he would have had if he had only had to do ordinary instructoral work, and I think, therefore, being busy among these small plots anxious to make them a success, he has not attended so many meetings as would have been expected in other circumstances. I can appreciate this. At any rate, I express myself now as satisfied with his work as proved by results.

I wish to suggest that we now use the Central Experimental Plots as coffee nurseries. This will not interfere with the crops because the young coffee plants can be grown in the shade of the cocoes, bananas and plantains. In a year hence we could distribute good, stout coffee suckers, and so encourage the replanting of some of the old Coffee piece. In this way these Experimental Plots could be made of lasting benefit.

JNO. BARCLAY, Secretary.

TRADE.

The storm of rain last November affected all the crops of the Island to a considerable extent, sugar least of all, so that this year 1910 cannot be considered a good one. After these heavy rains came a sharp spell of drought until April in some parts, June in others, but which continued in the north-west until August and September. As a whole, since September we have had the most excellent seasons, and there is not a crop in the Island that does not look exceedingly well, bananas especially so, but cane nearly as well.

We have a much larger output of coffee this year than these two last years, yet the crop was poor but the price has been good. Our small settlers have responded to the efforts of the Agricultural Instructors—(first appointed in Manchester and St. Ann, with the special object of stemming the general throwing up of coffee cultivation that was taking place—efforts latterly backed up by clergymen, teachers and others, who have seen that coffee is the best

staple crop for red soil districts, and can pay. The coffee trees have put on a nice luxuriant foliage and there should be a fine blossoming. Every settler in the red soil districts should prune in January and February, thin out, manure, mulch, and go at the coffee business for all he is worth.

We have sent out over 4,000,000 more coconuts than last year, and the price has also been first rate. Every month now we will show an increase upon last year in coconuts.

Considering the cirumstances since November last, our exports have turned out marvellously well, and although we went back very much at the beginning of the financial year, we are making up now hand over hand, and by the end of March we may probably exceed most of our exports of last year except rum. There was a large output of rum last year and markets are full, but there will be very little made this year—as little as any estate where sugar is made can possibly help. Sugar has gone back in price from the fine prices for last season's crop, but if it goes no lower the market is substantial enough yet, where estates are economically run. (Unfortunately the price has again dropped). We have more than doubled our exports of sugar, and we shall be very much surprised and disappointed if we do not double our increase over last year again by the end of March.

We have gone behind in Cocoa—we have sent out a good deal less than half the previous year, which in itself was not a very good one, and we shall not be able quite to make up lee-way before the 31st March.

Our cocoa trees have not borne well, but with the genial weather there should he a fine crop from now and in the spring.

In dyewoods we exceed last year by half. In logwood extract we have exceeded last year substantially.

In spite of the unfavourable year for bananas we are only a little over one and a half million stems behind last year's figures at the same date. By the end of March we hope and think we shall make up this lee-way.

We have exported oranges to a very much larger extent over last year and prices have been fair. This trade circulates a great deal of money in the parish of Manchester from the month of August to now. Certainly a large amount of money goes through Manchester every week in the orange season. If we could only keep up the same trade throughout December, January and February, Manchester might be its old self again. We do not give up hope that this result will accrue yet, but the Railway must help better than it has done.

We have sent away more ginger than last year, but the price has been moderate. We have also sent away more pimento, and are still sending away more than last year.

We have only exported a little over 11,000 lbs of cotton as against over 15,000 lbs last year. We still think that year in and year out, and especially through dry years that all very dry parts of the Island can do better with cotton than any other ex-

portably crop but cotton growing requires knowledge how to handle it and this has to be learnt first patiently through small experiments. Nobody can become authorities with the experience of one crop and if that is a failure through *impatience, slipshodness, over confidence, unsuitable land*, or any other possible cause as has been the case here, why damn cotton right and left and do every other body interested in cotton harm? Mr. Conrad Watson has netted £3 an acre every year from cotton, with an acreage of about 90 acres ; this through the dry years too from 1897, in the same districts where cane fields were that year burnt up. He sticks to Sea Island cotton, but for small settlers we think Caravonica might suit better, and we know parts where this variety has grown as luxuriantly as a tree, without much care.

One of the most substantial of our exports now which dry years do not seem to affect very much is honey, and there is generally a good price prevailing. We have sent away something like four times more, that is, 134,000 gallons as against 32,000 gallons last year : and we do not hear the nonsense now of over-production. Fancy Jamaica proposing to reduce its output of honey because in any year prices are low, while places a hundred times larger and with twenty times the output are working hard to increase their operations! Yet this was seriously argued some years ago.

We now write at the end of November and good rains have continued right up to date, not heavy rains, nor confined to one locality, but fine genial rains, with plenty of sunshine and heat. In fact the hot weather has continued longer than usual, which, although not so comfortable to the human has this compensation that it suits all crops.

Almost every year, at the beginning of November our crops look well and then some untoward accident happens, yet we all know that there are successions of bad years, and then we have years in succession when no bad weather happens. We hope and trust that in 1911 we shall have no prolonged spring drought, no winds, and that our crops which are looking so favourable now without exception, will reach that fruition in due time, which we have been waiting for, hoping for, and working for.

SHOWS.

The Hanover Show was held at Lucea on the 1st December. The Instructor for St. Mary, Mr. Cradwick, went through to help. We are pleased to note that it was a very successful Show in spite of difficulties. We are also pleased to note that Mr. Schleifer, though comparatively a new Instructor, did yeoman service and was considered invaluable. Rain fell early in the morning and helped to keep down the attendance.

The old established Kendal Show was held at Kendal, on Tuesday, 6th December. There was a foreboding that there would not be a large attendance, but as a matter of fact they took as large

a gate as ever—£93. The show of horses was the principal item, cattle next and poultry next; in the other directions the show was very moderate, for which there are different reasons, all of which can be remedied.

The Knutsford Park Show will be held on the 14th and 16th February, 1911, and we hoped to give full information in the JOURNAL respecting all items, but the matter of Railway facilities has not been settled yet. Branch Societies, Exhibitors generally, will require to keep their eyes open on the newspapers for further information. The present Railway rules are that exhibits go free to Shows, and freight has to be paid back. Exhibits will be received at the station and taken to the Show free and will be staged by the Show Committee, but it will be judicious for members of the Branch to be present also to look after their Branch exhibits. There will be special cheap fares it is expected.

All exhibits by the Direct Line Coastal will be taken at half rate if consigned to the Secretary of the Show.

St. Thomas-ye-Vale Branch will hold a Show at Bog Walk on 31st March.

A Show has been arranged for Plantain Garden River on a date in April, and Clarendon Show will be held at Chapelton on 20th April.

The Ulster Spring Show has been fixed for June instead of April.

Ocho Rios Branch will hold a local Show on the 24th May, 1911, and this ought to enliven the members of that Branch.

COMMENTS.

BANANAS.—As soon as the suckers are planted we recommend a green leguminous crop to be sown. Those who plant bananas at this time—and there are many who plant now when work is slack rather than wait for the spring when everybody is busy and extra labour not always available—should immediately plant cowpeas.

* * *

PLANTING PIMENTO.—Mr. Levy, in his article on "The Propagation of Pimento Seed," in last JOURNAL, disposes of that old and erroneous idea that pimento cannot be grown by the ordinary methods applicable to our usual economic crops. We know of nurseries having been planted out with seed, the young plants grown, transplanted, and which are now bearing. We know too of young pimento plants from "bush" and forest having been successfully transplanted by the hundred.

CORN.—The Argentine is now entering into competition with the United States all through the world with corn; the Argentine has been ever sending beef and mutton into the United States. Argentine corn is being imported into Jamaica by Messrs. Wessels Bros. & Von Gontard, who advertise in this issue.

The following comparative analyses of Argentine Corn and American Corn have been made by the Island Chemist, which we have pleasure in publishing.

THE ANALYSIS.

ARGENTINE CORN.

Constituents.	*Per Cent*
Moisture - - - -	14.11
Proteids - - - -	10.41
Fats - - - -	5.09
Crude Fibre - - -	1.59
Ash - - - -	1.33
Carbohydrates as Starch -	67.00

AMERICAN CORN (U. S. A.)

Average of 6 samples published in Kingston.

Moisture - - - -	14.11
Proteids - - - -	9.18
Fats - - - .	3.43
Fibre - - - -	1.87
Ash - - - -	1.23
Carbohydrates - - -	70.18

The Argentine Corn contains about 13 *o/o* more Proteids and is markedly higher in fats than the average American Corn with which it is compared, and I am therefore of opinion that it is to this extent superior for feeding horses and mules in Jamaica.

Sgd. H. H. COUSINS, Island Chemist.

It will be noticed that as far as dryness is concerned they are exactly the same, but the Argentine Corn contains considerable percentage more of protein and more fat. Protein or the flesh-forming element is the expensive element in foods.

* * *

INSTRUCTORS.—Members of the Society and members of Branch Societies in Clarendon please note that Mr. Hirst, the Agricultural Instructor for the district, left for the Island of Grand Cayman to do special work in connection with the Branch there, by direction of the Board of Management. He is the first Instructor to visit that Island, and he will attend a Show there and give what hints he can. It is not expected that he will be back till the first or second week in January.

Members of the Society in North Manchester and St. Elizabeth should note that Mr. Palache is on leave of absence in December, and will be attending the Teachers' Course at Hope Gardens in the month of January.

Members in Trelawny should note that Mr. Levy will also be engaged at the Teachers' Course in the month of January. Both Instructors, however, will be back to their usual duties in the last week of January.

* * *

BRANCH NOTES.—WE would refer every reader of this JOURNAL to the very interesting, instructive, and useful matters discussed in Branch Notes published in this Journal.

Springfield Branch in St. James had a debate on whether the growing of yams or bananas was most profitable to the settlers of that district. The majority preferred yams. The paper on yam cultivation is published along with Branch report.

The Port Royal Mountains discussed the question of the best stock for growing navel oranges, which appear to do very well in that district. In most lowland districts, however, navel oranges are shy bearers, but as they are successful in the mountains, they should be grown as much as possible as this variety is always in demand and commands a superior price.

An interesting paper was read on coffee cultivation, entitled "From the Nursery to the Cup."

The Hanover Branch have again had a triumph with their exhibits of cocoa at the Toronto Exhibition. It will be remembered the same Branch won the gold medal over the whole of the West Indies at the Crystal Palace Show.

Darliston Branch has taken up the matter of native corn and have approached the Government to use our home-grown corn in preference to imported. This matter, however, was brought up years ago, and it was found then that the supply of native corn fluctuates too much, a few years plentiful but more years scarce. From 1907 until this year corn has been selling at 5 to 8 a bushel, however, we shall be glad to see the outcome of their efforts in approaching the other Branches for their opinion. That will be a valuable discussion on "Can Five acres of land be cultivated by a man so as to supply himself, his wife and five children with a sufficient livelihood."

The Bull Head Branch are, of course, keen on Railway matters and most of their report is taken up with it. The President of that Branch, the Rev. A. A. Barclay, has been transferred to Carron Hall in St. Mary, and will be a great loss to Upper Clarendon, and a valuable addition to St. Mary.

The Glengoffe Branch are issuing a pamphlet on the Jippi Jappa Industry.

The Branches in St. Mary are working vigorously for the improvement of the roads, which in that portion of St. Mary lying next to St. Ann and St. Catherine, seem to be especially wretched.

The Lucky Hill Branch at their meeting seem to have discussed many most important items in this connection.

Evidently Branch Societies are needed in St. Mary, if to fight for better roads alone.

Porus Branch have sent two reports for the month but only the latter can be published now. They are strong supporters in Porus of the reduction of the duty of Flour and Cornmeal. They contend that cheap Flour and Meal would help the cultivators of ground provisions, and say that our argument that the cultivators of ground provisions would be materially hurt is out of date —

Unfortunately for their cultivation we have taken the opinions of many intelligent small settlers in almost every parish. We should like to know how many actual settlers are connected with Porus Branch and how many cultivate ground provisions.

Troja Branch has taken exception to a paragraph re suckering of bananas in the October JOURNAL, describing it as nonsense ; we shall, however, get an explanation from the writer of that article.

Scotts Hall Branch have, we think, very properly taken up the matter of the evil connected with the buying of cocoa pods under the present license laws. Small children now steal cocoa pods from their parents and take them along to dealers. This law can easily be improved by prohibiting dealers from purchasing from young people under a certain age.

Then we are glad to see that so many branches will compete at the Knutsford Park Show where there will be a Silver Challenge Cup for the best Branch exhibits together with three money prizes.

* * *

PRIZE HOLDINGS COMPETITION.—The parishes for next year will probably be :—Westmoreland, St. Andrew, St. Elizabeth and Clarendon. These are the parishes taken in rotation, but the arrangement has still to be confirmed by the Board of Management.

* * *

RATS—A common pest and enemy which deserves our continued attention is the rat. He is very common everywhere but is uncommonly hard to kill. Traps he is wary of no matter how ingenious they are, only occasionally do they make a haul, then generally only half-grown inexperienced rats. The usual poisons he fights shy of, and only occasionally are some young inexperienced rats gulled to take them.

Virus as imported have so far proven uncertain, occasionally successful, but more often inert and useless.

However, we thought it was not impossible to get a rat destroyer made to suit conditions where rats had a double share of cuteness, caution, cunning and "cussedness". Such places are where food generally are usually abundant and various, so that any bait would have to be made overpoweringly attractive, something that rat nature could hardly resist. We experimented with plenty different rat poisons on equal terms and have found one which is simple to use, not very risky in domestic stock, which seems always

taken by rats, young and old, is deadly, acting within 12 hours, the rats usually coming out for water and dying outside. Tins for experiment at 6d. and 1/- meantime.

*
* *

IMPORT DUTIES.—All small settlers should strongly oppose the idea which has been proposed of reducing the duty on cornmeal, flour, rice, or any foodstuff which comes into competition with our home-grown foods such as corn, yams, cocoes, sweet potatoes. It is plain that if flour and cornmeal were made cheaper they would be consumed in greater quantities in place of ground provisions, for which consequently, there would be less demand, less prices offered, resulting in decreased cultivation. This would be a great blow indeed to all small settlers who are the cultivators of ground provisions, and who in many cases largely depend, in some cases wholly depend, upon such crops for their living.

We need money for the development of the Island ;—for the improvement of existing roads, the making of new roads, the making of railways (light or heavy) to tap the fertile interior districts, especially North Clarendon and St. Thomas-ye-East, and for another great and immediate necessity—the conservation of water supplies and extension of irrigation.

We are perfectly sure if the people understood and were made certain that any surplus monies from the revenue of the Island were to be used for these purposes, there would be very nearly complete and unanimous willingness to pay the present rates of duties and so have money for such useful public purposes as we have mentioned. Lack of ready money in *bulk* means stagnation in the general development of the Island. The few shillings extra during the year in every man's pocket represented by the difference of two or three farthings per day spent on some foodstuffs, makes not the slightest difference to any man's cultivation or his business. But it may mean £10,000 or more in every year to be spent on roads, water and railways.

CORRESPONDENCE.

(*Only letters with replies likely to be of general use are published here*).

Sir,—In reading through the article contributed by Mr. Schleifer on a Jamaica School Garden, which appeared in the September issue of your JOURNAL, the following remarks held my attention : "I do hope that every young teacher in addition to establishing a School Garden, will aim at obtaining for himself a few acres of land, developing them and on them make for himself a home. *This is the right road to independence.*" The advice here given is a very good one, and one which the Agricultural Society should endeavour to see carried into practice. At present many teachers could not attempt to do what is here advocated in consequence of the insecurity of their tenure. A three months' notice from the manager of their schools has ruined the prospects of several teachers and prevented the very thing the Government should seek to encourage. Perhaps

your Society might see its way to offer some suggestions to the Education Department on this point.—W. F. JONES, Hagley Gap.

***

Re note on "Red Mange in dogs" in the October JOURNAL, I would mention that *Balsam of Peru* will cure any form of "mange" or parasitic skin disease in a few days. The precautions necessary are: The Balsam to be the real thing, and used full strength. All loose hairs and scabs to be removed brushing, and if necessary, bathing. The Balsam "painted on" with an ordinary sash tool; being careful to go over every one of the little spots as well as the big ones, and making a half inch margin all round each area affected. All bedding, infected rubbing, clothes etc., to be burnt; the stables or kennel, and all brushes, combs, etc, disinfected. Applications separate every third day. Generally three "treatments" suffice to cure.—HARRY E. JOHNSTON, M. D.—(This is a most valuable "tip."—Ed).

BRANCH NOTES.

Stewart Town (Trelawny.)—The monthly meeting of the above Branch was held on Thursday evening, November 3 Owing to the indisposition of the President, the Hon. and Rev. W. H. Webb, which prevented him from attending, Mr. John Stockhausen presided. The following other members were present: Messrs. H. Q. Levy, (Instructor), Josiah Johnson (Secretary). Chas. McFarlane, W. N. Dougal, Chas. Bailey, John D. Brown, Jas. Smith, Thos. Moreland. Henry Hall. John Seiveright, Edward Miller, and Wm. Cunningham. The minutes of the last meeting were read and confirmed. Correspondence from the Secretary of the Parent Society re Branch Notes in the JOURNAL; and from Mr. A. A. Palmer with remitance of one guinea from the Albert Town Branch, subscription promised to the funds of the Agricultural Show. held April last and others of minor importance, were read. The Secretary was instructed to write Mr. D. R. Wright, acting Secretary of the Albert Town Branch, conveying the thanks of the Branch for the subscription. Rules for the keeping, and the service of the splendid young Anglo-Nubian billy goat purchased from Arnett for improving the breed of goats in the district, were framed. Mr. H. Q. Levy's Local Prize Holding Scheme was again discussed. Mr. Stockhausen was convinced of the immense benefit to be derived by the community if Mr. Levy's scheme were put into operation. He also referred to Mr. Levy's deep interest in the Branch, and in his work generally. Mr. Levy in speaking about the scheme pointed out in a most interesting manner the many advantages to be derived from it. A Committee has been appointed to arrange matters in connection with the scheme. Messrs. Edward, Miller, and Henry Hall were complimented by the Instructor—the former on his improved holdings, and the latter on his improved method of cultivation in his provision ground. Mr. Levy informed the meeting that the Ulster Spring Branch congratulates holding a Show in April 1911. and he urged the Branch to make a good representation at that Show. This Show has now been fixed for January end. Mr. John D. Brown enquired of the Chairman whether the matter of the road through Hopewell to the Dorrock River had been shelved. The Chairman replied that the proprietor of Hopewell had asked such an enormous price for the land through which the road would pass, that the Parochial Board wss unable to enquire it. Meeting adjourned.—JOSIAH JOHNSON, Hon. Secretary.

***

Scotts Hall, (St. Mary).—This Branch of the Jamaica Agricultural Society met in the schoolroom at 4 p.m. on Thursday, the 27th October. There were present: the Rev. J. Gordon Hay (Chairman), G. O. Hanson (Secretary) and 12 other members. The Chairman in opening the meet-

ing briefly expressed his pleasure in meeting the members again after the cessation caused by the recent heavy rains. The reading and confirmation of the minutes of last meeting followed, after which several minor matters were dealt with. The honour paid the district and people by the visit of His Excellency and Lady Olivier will long be remembered. The Chairman said he had no idea that His Excellency was coming and he was surprised when he saw them. He was glad to say that His Excellency spoke much of the improved cultivations and roads in the district now as compared with some years when he passed through. Had it been known that His Excellency and Lady Olivier would be in the district, they would be met all along the way with fitting honours. The bouquet so quickly prepared by Mrs. Lewis and presented to Lady Olivier, is only a slight token of what would be done, had there been the slightest knowledge of so distinguished a visit. Considering the heavy rain which fell the evening and the mud through which Lady Olivier rode no one can deny that she is a brave lady of whom Jamaica should be justly proud. The members were glad to know that the petition for the Branch road through Pitfield was favourably received by the Board, and that Mr. Rowe was inspecting the proposed site that same evening; also that the Chairman has been appointed a Distributor of Tickets for medical aid. Mr. Nicholas Byefield said that the license for buying cocoa pods was very harmful to the growers as children in many cases sell more than their parents. He was of opinion that the Society should petition against this license. Mr. Charles Byefield was of similar opinion. The Secretary pointed out that whilst their complaint is a just one, yet a petition would be useless owing to the amount of revenue it brings in yearly, however, he would suggest that they keep a bright eye and allow no buyer to buy from children under age. Mr. William Byefield, the Major for the Maroons, said he was proud to know that the Chairman was along with the Governor and that the district was in such an orderly and quiet state. He was sorry, however, that the Maroons had no time to prepare a welcome for the Governor and Lady Olivier. The meeting adjourned in the usual way.—G. O. HANSON, Secretary.

***

Bull Head, (Clarendon).—A meeting of this Branch was held Mt. Carmel on 2nd prox. There were present: the Rev. A. A. Barclay, in the chair, J. Hirst Esq., Agricultural Instructor for the parish, Messrs. J. N. Simpson T. S. Robinson, J. F. Robinson, D. E. Wilson, T. Robotham, R. Reeves and over two hundred others, including members and visitors, men, women and children. The minutes passed. The President in his opening remarks welcomed the visitors, expressed his delight in having the Agricultural Instructor at so representative a meeting; and his confidence in the prospect of an unusually large spring crop of bananas, and good return from yams, and other crops, owing to the seasonable rains. The Agricultural Instructor was then asked to address the meeting. He spoke on the cultivation of bananas and cocoa. He encouraged the people to give their attention to the thorough cultivation of bananas, assuring them, without fear of successful contradiction, that the lands of Upper Clarendon are as adaptable to this cultivation as any other in the Island, and with Railway facilities, he expects to see Upper Clarendon standing second to no other parish in the production of this staple. Cocoa, he said, can be more easily grown in this parish and with less disease than in any other. Valuable hints were given as to the selection of seeds, time, and method of planting, shading and pruning; and the Instructor promised an exhuastive treatment of this subject at the next meeting. Mr. J. F. Robinson moved a hearty vote of thanks to Mr. Hirst for his interesting remarks, seconded by Mr. T. S. Robinson. A discussion re Branch Railway up the Minho Valley, followed. This wax ed warm. Agitate! Agitate!! Agitate!!! was the cry. The vexed question culminated in the following resolution, moved by Mr. J. N.

Simpson, seconded by J. F. Robinson and unanimously carried:—Resolved:— (1) That this Branch of the Jamaica Agricultural Society, consisting wholly of small settlers, deplores the statement which is utterly contrary to facts, that the inhabitants of the various districts surrounding the Minho Valley are not in full sympathy with the urgent demand for Railway facilities. (2) We do therefore conjointly with other Branch Societies, request the Hon. G. W. Fitzherbert, M. L. C., in the absence of a Custos, to convene a public meeting at Chapelton, and invite His Excellency the Governor, to attend in order to hear our views on this subject. Following on this another resolution was moved by Mr. H. Thomas, seconded by Mr. D. E. Wilson and unanimously carried:—Resolved:—(1) That this Branch of the Jamaica Agricultural Society being vitally interested in Railway and road development as a main factor in the Agricultural interests of these districts greatly appreciates the loyalty to the parish of Mr. H. T. Ronaldson in coming forward at this juncture to champion the cause of Railway Extension in the Legislative Council. (2) That we, the members of this Branch have full confidence in him and pledge ourselves to support his candidature and will use every effort to return him to the Legislative Council as the member for Clarendon. Necessitated by the resignation of the President, who takes up work in another field, the election of officers followed. Mr. J. F. Robinson was elected President, Messrs. J. N. Simpson and W. P. Wright, Vice-presidents, Mr. T. S. Robinson, Secretary and Treasurer, and Mr. Cecil Robotham Assistant Secretary and Assistant Treasurer. A vote of thanks, moved by Mr. R. Reeves, seconded by Mr. C. Nelson, accorded the retiring President and the other officers. An address, expressing the highest appreciation of the invaluable services rendered and deepest regret at the loss of so capable and energetic a leader, was presented to the retiring President to which he suitably replied. Mr. Hirst, on behalf of the Jamaica Agricultural Society moved a hearty vote of thanks to the retiring President for his services to this Branch Society.—J. N. SIMPSON, (Secretary.)

***

St. John's.—A regular meeting was held on the 9th November at Kitson Town. On account of the rain which fell just about the hour for meeting, only eight members and twenty visitors were present. Among these were Messrs. H. L. Mossman the Instructor; F. A. Vernal, President; S. A. Banton, Secretary; Alex. Gonzales, G. A. Bell, T. J. Richards, and W. Wilson. The minutes of the last meeting were read, and on the motion of Mr. T. J. Reynolds, confirmed. A letter was read from the General Secretary *re* Protection of small stocks. The Secretary was instructed to forward a suitable reply. After the Instructor was formally introduced to the audience, the gentleman gave a review of his previous address on Cocoa. The Shows at Kendal on the 6th November, at Knutsford Park in February, and at Bybrook in St. Thomas-ye-Vale on the 30th March, were introduced and were informed in what way each could compete, especially that at Bybrook which is only about ten or eleven miles off. A vote of thanks was moved by the President, to the Instructor, which after being seconded by the Secretary, was unanimously carried. On the motion of Mr. S. A. Banton the following resolution was carried without any dissenting:—Realizing that suitable roads are absolutely necessary for the developement of any district, and knowing that the roads to Price Penn, Romalho and Kingland, are not what they ought to be. Resolved—That the Parochial Board of St. Catherine be again asked to open these roads. Mr. Mossman was enrolled as a member. NOTE.—This season is rather peculiar; since Wednesday of last week there is hardly any wind blowlng for the greater part of the time, only a solemn stillness just as if we are living in the "Zone of Calm." The whole sky is quite hazy both day and night. The sun and moon can hardly be seen to say nothing of the stars.—S. A. BANTON, Secretary.

Port Royal Mountains, (St. Andrew).—The general quarterly meeting of this Branch was held at Mount Fletcher, on Saturday October 20th. There was a large attendance of members in spite of the heavy rains that fell just before the time for the meeting. Mr. Briscoe, the travelling instructor was also present. With regards to the application for the purchasing of portions of New Haven Land by members of this Branch, the Colonial Secretary replied stating that the matter will receive consideration from His Excellency the Governor. It was decided to hold the Local Show on the same grounds by kind permission of Mr. A. McGann, and that arrangements be made in due course. The prize List of the Knutsford Show was distributed, the members expressed disapointment at the smallness of the prizes in the Agricultural section.. The secretary intimated that he had written the secretary of the Knutsford Show calling his attention to the fact that while several cups were offered for competition in the classes for stocks nothing in that direction has been done in the Agricultural classes. and also suggested that the prize for branch exhibits would be more interesting if it took the form of a challenge cup, it being hoped that the Knutsford Show will become an annual function. Several members expressed the hope that the Director of Agriculture will be able to supply the cocoa plants kindly promised to this Branch some time ago. Mr. Briscoe promised to look after it so that the members may get the plants before the end of the rainy season. It being rainy it was agreed that Mr. Rennalls defer the proposed demonstration in budding and circumposing for another time. A discussion, however, took place on budding with a view of determining the best stock for the Navel Orange. Mr. Henry advocated the rough lemon. Mr. Rennall said the seville sweet orange gave best results. Mr. Briscoe said the rough lemon was once used at the Hope for the purpose but it was not entirely satisfactory. Mr. Rennals suggested that it would be a very good thing for the orange trade if all the planters in Port Royal Mountains would endeavour to convert their seville oranges or even the sweet oranges into Navel Oranges, as the latter did splendidly up there. and there was much greater chances of getting spring and summer crops from Navel Oranges than from the ordinary orange which generally come in when fruit are not wanted, consequently they are allowed to rot in the fields or sold for a mere trifle. Mr. D. H. Willis read a very interesting paper on coffee cultivation "From the Nursery to the Cup." The paper was much appreciated and a vote of thanks was accorded to the writer. Mr. Briscoe then spoke on the proposed Local Show, the Knutsford Show and the next prize holding competition. The members were pleased to have his presence and asked him to try to arrange to be at the next quarterly meeting which he promised to do. At the next quarterly meeting also Mr. Briscoe promised to demonstrate the tapping of the rubber. The rubber grown by Mr. Rennals will be used for that purpose. Messrs. John E. Davis, Joseph McLean. and Joseph Wray were enrolled as members.

C. L. A. Rennalls, Secretary.

* *
*

Springfield (St. James).—This Branch held its regular quarterly meeting at Kensington Schoolroom on 21st ultimo. Present: Revd. J. A. Jones, President., J. Jacob Irving, Vice-President., and 24 others, D. E. Drummond and S. A. Schleifer, Esqs. Agricultural Instructor were in attendance. The minutes of the last meeting were read and confirmed. Topics arising from the minutes were discussed. Mr. Irving spoke of the necessity of a local Show of which all present approved the Instructor in particular. It was suggetted that June 1911 should be the time for holding it. Maldon and Spring Mount were spoken of as to having their own Branch, but that Springfield should be the centre. Messrs. Drummond, Cunningham and Irving were commissioned to meet O. H. Chisholm Esq, of Spring Mount, to discuss the matter and report at the coming quarterly

meeting. The Instructor spoke of the Lambs River Branch of the suggestion of giving three prizes for the best Square Chains of Bananas for the 1912 Spring if funds will allow. The instructor threw out the same suggestion to this Branch which was unanimously agreed to. Questions asked by Mr. Irving (1) Is there any benefits to be derived by removing gormandizers' from your vines? (2) What causes the burning of yams in the soil? (3) The best method of manuring the soil to which suitable replies were given. The President here declared the debate opened. Yam vs Banana which was more beneficial to this district. Mr. J. J. Irving spoke as leader on the side of Yam. In his usual masterly style tinged with a little humour, he graphically touched on many points of interest and usefulness. He said Colombus along with the Indians found Mandi Yucca or Cassava, Sweet Potatoes, Yams, etc. The Spaniards, he said, killed out the Indians, and Englishmen took the island from the Spaniards and did not kill out the yam. Many points were considered, the different kinds of yams, food value, marketing, etc. Mr. Schleifer then opened for Banana. He showed that money is the chief thing required, and the more easily cultivated. He showed that one acre of Bananas brings 200 good bunches, 100 for small per centage, and at £10 per acre, £20 0 0 per average 12/ for forking, £1 for cleaning, £2 for trenching, £2 for incidental expenses at 6s per acre, showing a profit of £14, next year a profit of £16 and after that a profit of £46 in three years. He also showed that yams can be planted after bananas have been taken out, that bananas can be planted on the same place continually, but not yams. On the side of bananas Messrs. W. Leach, W. Neglie, S. Mitchell and others spoke in favour of it. Messrs. B. B. Morris vigorously supported yams along with him were J. Shaw, A.J. McLaughlin, R.Mason, A.Stephens, G Gordon and Z. A. Cunningham. It was highly instructive and educative. In the summing up it was clearly shown that whilst banana brings a profit of £20 per acre. yam brings a clear profit of £37 10s 0. When put to the vote they were 15 for yams and 11 for banana. It was moved and seconded that Mr. Cunningham's Paper be sent to the Secretary of the present Society asking him to have it published in the Newspapers and JOURNAL. The Instructor gave a closing address. Mr. McLaughlin spoke on Seedling Canes and the Secretary was instructed to write and apply for some. The hiring of the Society's Angora billy (Teddy) was next discussed, any application for him will have immediate attention. The President then adjourned the meeting after calling for a vote of thanks for the Instructor to which he suitably replied. Debate for next meeting—Can a holding of five acres be so worked to support a man, his wife and five children.—D. E. DRUMMOND—Secretary.

***

YAM VERSVS BANANA.

Considering the advantages which attend an adequate and efficient cultivation of yams among our peasantry in general and the peasantry living in this locality, and localities situated like this in particular, it has been thought advisable to encourage our local planters to go in more largely for its cultivation, as at present there is but too great a tendency to neglect it for bananas. People situated as we are in the Springfield district will find it much to their interest to increase their yam culture, if this is even to be done at the expense of their banana enterprise, and this for the following reasons :—Its more general adaptability to different soils. Every man here who has any practical knowledge of our local soil will agree with me that yam, properly cultivated will give good returns in soils where banana would be a perfect failure. 2. The limited area that can hold a payable quantity. Planting yams 6ft. apart the way they are generally planted about here, the acre holds 1,210. It costs £3 6d to make the Banks, £2 to give them sticks. making a total of £5 6d. The other expenses of cleaning up the lands and trenching and weeding until the crop is fit to gather, are common between yams and

bananas, save that in the case of yam, one weeding may be enough before we gather a crop while banana must have at least two. If we give the yam one weeding before we begin to take in crop, then that is 12/ more: For the trenching there are many gentlemen here, who will doubtless agree with me that for a yam-field an acre of land can be well drained for 14/, adding to all this 16/ for cleaning the acre, we foot our initial bill of expense for our acre of yam at £7 2 6. If we value our acre of yam at 9d per bank, (which I think is very moderate) we realize £37 17 6. I think I hear some one say but the yam heads to plant an acre would cost you £15 2 6. I admit that it is so, but when I rated my banks at 9d each, I was considering only the tubers. The increased amount of head you will get, not to mention the second course "of tubers" or foot will repay that £15 2 6 with heavy interest. I think I have made clear, then, gentlemen, that an acre of yam will yield a profit of about £26, even after allowing 12½ o/o expenses for sale. And all this in considerably less than a year! 3. The certainty of increased demand for yam, must be a point in favour of an increased supply. As I see the big planter investing his thousands in sugar plantation (which, by the way, seem to be having a good time of it) as I hear in the distance the rumbling of the mighty to build up our central factories for the manufacture into sugar of the thousands of acres of canes that are being planted out, as I see the rich capitalist, adding rapidly to his already broad areas of banana, I submit that it does not require a prophet to tell us that the energies of the labouring class will be largely monopolised for the successful working of those big enterprises. While working on these plantations they look to you to supply them with the Jamaica "staff of life"—yam. Get yourself in readiness gentlemen to supply this increased demand, the food stuff, dearest to the Jamaica man's palate. But if you plant considerably more yams, you will not only be in a position to meet this increased demand, which will mean increase of income to you, but gentlemen, you will materially help to keep money in the country, and lower the heavy duty imposed on imported food stuffs. Think of what we pay in indirect taxation for flour, rice, or cornmeal, not to speak of the money spent in buying them. An article that would increase a very wholesome and desirable food supply, and thereby keep thousands of pounds in the country that now go out of it, and lessening one kind of taxation is surely a thing not to be despised, not even for banana. But again, the small man is free from that boding fear that he may be crushed out in his yam industry by the big man, as may happen in the case of banana He is getting to see even now that he is crushed out in the acquisition of desirable lands for his banana culture, how soon he may be crushed out of the market, he does not know. He need not have such fears about his yam business. Still, there is another reason why the small man living on these hills should go in for yams in preference of bananas. With his limited area he will find the shiftability of the yam greatly to his advantage. In less than a year he can clear off his whole plantation of yam to another spot, if he thinks it advisable, and turn the spot thus cleared to other account, by planting other crops, or he can let it lie fallow in the shape of pasture for his stock, until he thinks fit to utilize the same spot again for another yam crop. Banana being a kind of permanent fixture, does not lend itself to this kind of rotation which is so convenient to a poor man. 6. I will mention one more point in which the cultivation of yam excels that of banana, as an industry for our Small Settlers. To be payable, yam must be attended to at fixed times and in an orderly and thorough way. Again, and again have I seen bananas left in utter neglect, and giving one eights and seven and even bunches, thus setting a premium an indolence and shipshodness. This perhaps may be considered as feature of preference in the banana, but a little thinking will bring us to a contrary conclusion. As a people, we are still so far as those qualities which go to ensure success in an undertaking are concerned, have much yet to learn. An industry therefore

which in any way encourages us in the neglect of any of those moral qualities which contribute to lift us higher in the scale of civilization must be admitted to lack a great value, for which even £ s d are but poor substitutes. The yam in its very nature, compels the planter, who would ensure success, to be punctual, thorough, and systematic. To get the best returns you must plant out at a certain stage. There must be the sticking at the right time, the proper training of the stems and branches around these sticks, and altogether the field must be kept in a nice neat, trim way, In harvesting, the yam is quite as exact as in sowing, and in silent, but in plain language says "none but he who is careful and punctual, will get much out of me." I maintain, Mr. chairman and gentlemen, that the yam as an article of culture, draws out some of the finest qualities in a man. It makes him punctual, thorough, neat and careful. The banana does not do this to the same extent. 7. And now to sum up : here is a product which adapts itself to almost any soil, yield large returns from very limited area, is certain to have increased demand ; helps to keep money in the country and for the same reason helps to lower one kind of indirect taxation, which presses heavily on the poor taxpayer, is safe from the crushing rivalry of the big man, is conveniently reform one spot to another, and lastly, but not least, teachers and competitors are to put into practice some very excellent moral qualities. This is the yam industry. I submit, that as much cannot be said for the banana, and therefore, I give my vote for the "yam."

***

Mt. Angus (St. Mary)—The regular monthly meeting of this Society took place in the Schoolroom on Thursday, 17th November, at 8 a.m. There were present : Rev. C. S. Brown, in the chair. Messrs. Henry Phillips and C. G. Evans, Vice Presidents, the Secretary and 12 other members. Owing to the heavy and continuous rains, the attendance was small. The minutes of the last meeting were read and confirmed. Correspondence from the Secretary of the Jamaica Agricultural Society *re* Angora Ram and Poland China Boar for the Society was submitted. The Secretary was instructed to write to Mr. Arnett of Gibraltar asking particulars as to cost etc. of an Angora Ram, also to write to Mr. Melville of White Hall to know the price of each of his PolandChina Boars. The Rules of the Society were submitted and heartily discussed. It was agreed that members who absent themselves from the meetings of the Society for three consecutive months be fined a 3d. The Society again decided to call the attention of the Parochial Board to the bad condition of the road No 18, of Bagnolds, and asking that it be made a second class instead of a third class road: also to the need of a foot bridge across the Sambo River at the Silver Spring fording. Coolie Immigration was brought to the notice of the meeting and after a brief discussion it was agreed on that the planters who benefit from Coolie labour should stand the cost of their immigration and repatriation and that this cost should not be a burden on the other taxpayers to whom these coolies are of little benefit. Circulars are to be issued to each member of the Society for attending the next meeting on the 15th December, when Mr. Cradwick, the Agricultural Instructor, will lecture on 'Cacao cultivation.' It is also contemplated to form an Agricultural Loan Bank in connection with the Society. This matter will be discussed at the next meeting.—C. C. CARTER, Secretary.

***

Castleton (St. Mary)—The monthly meeting of this Branch was held here this evening at the usual hour. There were present the Rev. Jas. Robertson, (President) eight other members, Mr. J. Briscoe, (Agricultural Instructor), and three visitors. The minutes of the last meeting were read and confirmed after which the instructor delivered an interesting lecture on the cultivation of cane, banana, and cocoa ; advising

the members to train the young in the study of the soil, so as to know where, when, and what to plant. He also pointed out to the members that according to the locality in which they live, if they would handle the soil in the proper way, this district would prove one of the most successful in the parish. A discussion arose about taking shares in the Daily News Publishing Co., Ltd., but it was decided to heed the instructors advice and allow the matter to lay in abeyance until the Society's financial status had improved. The President moved, seconded by the Secretary, that owing to the need of assistant officers another Vice-President be elected. On the matter being put to the vote it was unanimously carried with the result that Mr. A. MacKenzie was duly elected 2nd Vice-President. Mr. D. P. Green asked the instructor a few questions re pruning of cocoa and received satisfactory answers. The instructor after dealing with the Treasurer's reference to certain remarks by another instructor in one of the Western parishes concerning the pruning of bananas, welcomed the ladies for their visit and requested that they urge their friends to join the Society. He next dealt with the Jappa Hat Industry and the Show to be held at Knutsford Park in February, 1911, both subjects being minutely reviewed, after which the meeting terminated with the singing of the National Anthem.—JAS. HARDIE.

* *
*

Lucea (Hanover.)—The fourth quarterly meeting of this Branch was held in the Court Hourse, on the 12th November, 1910, the President, C. A. Cover, Esq., B. A. in the chair. The minutes of last quarterly meeting were read and confirmed. Read letter from Mr. E. Jocelyn Wortley, in re exhibits of cocoa from the Hanover Society to the Torouto Exhibition. Mr. Wortley reported: The sample of cocoa evoked much interest to the head of the firm, that are considered the largest buyers of cocoa in Canada, has asked me to find out when I return, how many bags equal quality can be obtained annually. I shall be glad if you will make enquiries on this point. Part of the sample I presented to the Agricultural College at Guelph, and it may now be seen in their Agricultural Museum. The rest I sold and will remit, the small amount realised on my return next month. The meeting felt pleased that their exhibits of cocoa had evoked so much interest in Canada. The Secretary undertook to find out from some of the larger growers in the parish, how much they can supply. It was pointed out that the smaller growers prefer making it into chocholate sticks, as that is the most profitable way of disposing of it. Read Letter—Secretary Jamaica Agricultural Society, 3rd and 10th October, in re judging of Prize Holdings in Hanover. On account of the judging in Manchester, the judging in Hanover had to be deferred to Jan. There is a certain amount of inertia over the matter which every effort is being made to overcome, but up to the present only 25 entries have been made. Read Letter Acting Secretary Jamaica Agricultural Society in re Knutsford Park Show, and submitted prize list. It was thought that some of the best exhibits from the Hanover Show might be selected and sent up as a collective exhibit from the Society. Show business submitted minutes of meeting of Show Committee which were adopted by the Society. The Secretary stated that the services of the Montego Bay C. A. Band had been definitely arranged for on the day of the Show. Read correspondence in *re* Special Show Number of the *Times* which had been arranged for. The conditions on which the issue was got out were approved of. The Secretary stated that Messrs. S. Hart & Son, C. E. Soares, C. M. Jonas, and Bro. and C. J. M. Smith had engaged space to exhibit a display of their goods at the Show. The conditions offered were approved of. Messrs. S. A. Clare, E. A. Webster, and L. F. White were appointed a Committee to make all necessary preporations for the Athletic Sports. A petition was submitted in *re* the state of the road No. 10, Central Parochial Road and praying for its conversion into a driving road. The matter was left for the President and Secretary to enquire

into and if satisfied, the Secretary was instructed to send the petition to the Parochial Board with a letter in support of it. The Treasurer submitted statements of accounts which showed a balance of £6 6 to the credit of ordinary funds of £32 17 6 to the credit of Show Funds with the promise of considerably more. The meeting adopted the Treasurer's statement and expressed satisfaction at the state of the funds. This being all the business the meeting adjourned—D. A. ROTHNIE, Secretary.

***

Darliston (Westmoreland)—The quarterly Meeting of this Branch was held on Friday, 18th inst, at the Enfield Schoolroom, at 9 a.m. There were present: J. W. Mennell, Esq; President: S. A. Schleiser, Esq; Agricultural Instructor, and Messrs. J. Leslie, G. Scott, D. Williams, Jos. Williams, C. J. Stewart, Vice-President, A. Levy, T. O. Senior and the Secretary. The minutes of the last meeting were read and confirmed. A letter from J. L. King Esq; B.A. LL. B., *re* the *Daily News* was placed before the meeting. The members present begged to return thanks to Mr. King for his kind offer and hoped that his paper would receive the success it seemed to deserve. The Agricultural Instrudtor then asked the meeting to reconsider a letter received from the Jamaica Agricultural Society dated 26th July last, asking the Branch to co-operate with other branches in getting up exhibits for the Knutsford Park Show. After having had the subject fully discussed, it was decided to send exhibits from this Branch of the Agricultural Society to the Knutsford Park Show in February, 1911. The Secretary was instructed by the Chairman (J. W. Mennell, Esq.) of the Branch to apply to C. A. T. Fursdon, Esq, Secretary of the Knutsford Park Show Committee for a dozen prize lists to distribute amongst the members of the Branch who intend to get up or prepare exhibits for the Show, Moved by Mr. Schleifer seconded by Mr. C. J. Steward and carried. "That a Committee of the Darliston Branch of the Jamaica Agricultural Society together with the teachers in connection with the Society be appointed to work up the matter of exhibits for the Knutsford Park Show." Two to be a quorum. The Secretary was asked to call a Committee meeting as soon as the prize lists are received. According to notice given at last meeting, the question of asking the Government to purchase all their supply of corn from native grown corn, was brought forward and discussed in many ways, when it was at last decided, that the Secretary shall ask all the Branches of the Society the different times during the year when corn is most plentiful in their immediate districts, and if it were not possible after giving such knowledge to so co-operate, as to be in a position to undertake to supply the Government with native grown corn, all the year round at an uniform rate of 4/ or 4/6 per bushel. It was agreed to have if convenient, a particular subject for debate at each meeting of the Branch after due notice has been given. The subject selected for this purpose at next meeting is—"Can 5 acres of land be cultivated by a man so as to supply him, his wife, and 5 children with a sufficieut livelihood?" Mr. C. J. Stewart will lead the affirmative, and Mr. T. I. Senior the negative. Meeting adjourned to Wednesday, 4th January, 1911, at 9 a.m.—J. H. HEDLEY.

***

Troja (St. Catherine).—The regular meeting of this Branch was held on the 27th October, at which there were thirty four members present. The chair was occupied by Mr. T. J. Cowley, the president. The minutes of the previous meeting were read and confirmed. At this stage two new members, Messrs. G. P. Campbell and Richard Smith, were enrolled so as to give them the opportunity of taking part in the discussions. It was brought to the notice of the Society by Mr. E. A. McNeil, that several members of the branch were receiving more than one JOURNAL per month while others were receiving none at all. In order to rectify this, the

Secretary was instructed to prepare a revised list of the names of members and forward it to the Secretary of the J. A. S. As Chairman of the Committee, which had the starting of a penny bank under consideration, Mr. E. A. McNeil then gave in his report. Rules relating to its management were brought up, discussed and passed. Messrs. T. J. Cowley, E. A. McNeil, and W. Ferguson were appointed to be Trustees, in whose names the accumulated savings must be lodged in the Government Savings Bank, part or the whole of which may be withdrawn on a requisition signed by any two. Mr. W. Ferguson was appointed to be manager of the bank, while Miss E. J. Smith and the Secretary were to be his assistants. Messrs. T. J. Cowley and E. A. McNeil were appointed to be guarantors. The bank would be open on Saturdays from 3 to 5 p.m., and the first opening would take place on Saturday 29th October. At this stage Mr. A. Gardner brought to the notice of the members a sentence in a certain article of the October JOURNAL, which he did not understand. The sentence was as follows :—" In all suckering. be careful not to have your 1912 " followers " on old stumps or suckers, the fruit of which will soon be cut." This was submitted to the attention of the President, and he handed it to the Instructor, H. L. Mossman, who was present. Finally, the sentence was condemned as nonsensical to a superlative degree. The Instructor briefly explained the process of suckering banana, so as to obtain best results. The President spoke of a Cattle Dock as one of the great needs of Troja. Thus it was decided that a representation should be made to the Government. Matters relating to the Parochial roads and which were brought up in the last meeting, were again introduced. Some of the roads were so grossly neglected that pedestrians have very great difficulty in travelling over them. There are cases where on a certain road, children going to school, have to be furnished with changes of raiment, so that on nearing the school, they can divest themselves of those which have been made filthy by reason of the condition of the road. Although a considerable time has elapsed now, since information has been received, to the effect that foot bridges would be erected over the fordings at Troja, yet the work still remains untouched. Mr. Solomon Lee, one of the authorised persons said that the law as it is, makes no provision for the protection of these officers while in the discharge of their duties. To ameliorate these existing conditions the Committee would sit on Saturday 29th October, and make representation (a) To the Director of Public Works about the delay over the erecting of the foot bridge, (c) To the Inspector General through the J. A. S. about the insufficient protection of authorised persons. Much time having been taken up in dealing with other important matters, the Instructor's address was postponed; but he took some time in going partially through the different lines of exhibit that would be expected and the prizes that would be offered at the Bybrook Show which is expected to be in March 1911. He next solicited the co-operation and support of this branch. There is no reason why we should be second to any in the collection of exhibits, and so the promise of co-operation was unhesitatingly given. The roll was called. Members were reminded that the next meeting to come off in November, would be the semi-annual one, hence a full house will be expected. The meeting adjourned.—A. VILIAN HAGUER, (secretary.)

* * *

Lucky Hill, (St. Mary).—The regular monthly meeting of this Branch was held in the Goshen School room on Wednesday evening the 16th November. Among those present were :—Messrs. C. Roper, H. Jefferson, A. Martin, and 15 others. In the absence of the President, Mr. E. Spence, one of the Vice-presidents presided. Minutes of the last meeting were read and confirmed. Communications were read from the Colonial Secretary and the Director of Public Works re the condition of the Main Roads; and from the Secretary of the Parent Society re Special

Constables and Transportation of Exhibits to the Knutsford Park Show. Mr. Ellis also laid before the meeting the reply he received from the Governor to a petition concerning the Gayle Windsor Castle Road. With respect to the Main Roads, Mr. C. Roper pointed out that the surface of the road leading from Moneague to Gayle is at several places below the water tables which are choked with weeds. It was further pointed out that the spreading of the stems on the roads is in many instances being done by incompetent hands, as on that day at a part of the road not many chains from the Goshen Church, two boys not yet 12 years old, were observed doing the work, and very badly too. The Secretary was asked to bring the matter to the attention of the Director of Public Works and further to ask him to reconsider the arrangements re the superintendence of this particular road (Moneague-Gayle), that is, if it is not found possible to give it greater attention from the St. Ann's Bay Division of the Public Works Department, to transfer it to the Port Maria Division : as the amount of traffic on this road demands that greater attention be given to it, than is at present. It was also suggested that instead of using the soft chalk and stones for the purpose of macadamizing the roads, as these are soon ground down and become mud, that the harder stones of a flinty nature be used wherever they can be found. It was agreed to endorse the petition of Mr. Ellis and others re the Gale-Windsor Castle Road. The Secretary was instructed to ask the Secretary of the Parent Society to get from the Inspector General a list of the names of persons appointed by this Branch to act as Special Constables. Mr. Ellis brought to the notice of the meeting the great hardship the people are now experiencing through the extension of the Gayle Market Limit, and asked that this Branch make some representations on the matter to the Parochial Board. This was unanimously agreed to. The attention of the meeting was called by Mr. C. Roper to the fact that the disease of yaws is increasing at an alarming rate in many of the districts, through the carelessness of the District constables in dealing with the matter. It was decided to bring it to the notice of the Inspector of Police for the parish. The following new members were added to the Society's list :—Messrs. P. I. McGregor, M. Hewitt and F. W. Geoghagen. Metting adjourned to the 21st December.—W. B. CUMMING, (Secretary.)

* * *

Maldon, (Saint James).—This Branch met for the usual transaction of business. There were present: the President, the Secretaries, a large gathering of members and two visitors. The meeting was opened with prayer by the President. The minutes of last meeting were read and confirmed. The Recording Secretary was called upon to give his lecture on "How to treat the Soil." After the delivery of this lecture, Mr. Chisbolm, the Secretary and a few others spoke, bearing on the subject. The President and members showed their appreciation of the lecture, and a hearty vote of thanks was extended the lecturer, to which he replied suitably. Mr. Smart suggested that something should be done to increase interest in the Society. It was moved by the Chairman and carried by the Society, that Mr. Nugent be Corresponding Secretary and Mr. Reid be Recording Secretary. It was also carried that the Instructor, Mr. Schleifer, should visit the Society at their next meeting to give instructions. The Corresponding Secretary was asked to write to him forthwith. The financial and numerical standing of the Society was ascertained. Rule books for the Society were brought in question, but fixed for a later date. Matters re the interest in this society were discussed. The President was pleased to see such a goodly number present urged on all present the power of unity and stability. It was moved by Mr. Chisholm and carried by the Board that Messrs. Smart, Nugent, Reid and Carrol be appointed local Committees. The next meeting was fixed for 3rd Friday in December. After an interesting discussion it was carried that the "cultivation of bananas be discussed at the next meeting to be led by Mr.

Thanks. The Society agreed that the Church Board be met and asked to rent a plot of land not exceeding half acre to the Society for illustrative purposes. It was discussed that an authorized person be nominated re praedial larceny, the matter will be more fully considered next month. After the singing of the National Anthem a well spent session was brought to a close.—P. D. NUGENT, (Secretary.)

***

Porus, (Manchester).—The regular monthly meeting of this Branch was held in the Church of England Schoolroom on 28th November, because of the Kendal Show it was a week earlier. The roll was called and the minutes of the previous meeting read and confirmed. The resolution of Mr. M. Forrest was defered until next meeting. It was stated that something was being done re the bedding at the Clark's Town Hospital. Mr. Thomas asked that the Hon. Arthur Levy's letter be read for the information of those members that were not present at the special meeting which was done. Mr. M. Forrest ask for a report of the finance of the Society. The Secretary stated that the custom is, that the Treasurer's book is always on the Table for any member to overhaul it, but at next meeting he would give a full report of the year's working. It was moved and agreed to that at next meeting the Tool Keeper bring in all the Society's Tools, for inspection. No other business, the meeting adjourned with prayer by the President.—C. ROWLAND, (Secretary.)

***

Trinity Ville, (St. Thomas).—At the November monthly meeting of the Trinity Ville Branch Agricultural Society, Mr. B. Whitfield, Vice-President presided, there were also present: Messrs J. A. Telfer, A. Stewart, N. Campbell, G. Telfer, C. E. A. Roberts and J. T. Edman, Secretary. Read and confirmed minutes of the last meeting. Read letters from Mrs. K. H. Bourne, (S. P. A. J.) J. Barclay, Esq., Hon. H. H. Cousins. Mr. J. A. Telfer moved a resolution re loan, notice of which was given at last meeting, seconded by Mr. Stewart. After a lengthy discussion it was decided that this business be postponed until next meeting. Subscriptions were received. Meeting then adjourned.—A. T. EDMAN, Hon. Secretary.

Note—Members are respectfully asked to pay in their subscriptions now overdue.—A. T. E.

***

South Manchester.—The usual meeting of this Branch was held on the 2nd inst, at 3 p.m. There were present: Rev. R. Johnston, Messrs. J. Barclay (Secretary of the Parent Society), E. J. Smith, (Instructor), and a fairly good number of members. The minutes of the last meeting were read and confirmed. The Secretary showed that he had there 11/ in hand. Subscriptions 8/, from the Victoria Town Branch and 4/ from New Broughton Branch. He made an earnest appeal to the members to pay up their subscriptions. The Chairman, Mr. A. C. L, Martin, after asking a few preliminary remarks, asked Mr. Barclay to address the meeting. Mr. Barclay after expressing his pleasure in being present at the meeting, proceeded to give most encouraging hints in different ways as best suited to awaken the spirit of interest in the members. He pointed out the progress that is being made at other Branches, the importance of mulching, and impressed on the members that instead of having large areas of coffee which are not well managed, its far better to cut off a small area, and have that well attended to, and it will pay them more. He next spoke about Tobacco, showing that is a crop which taking many years pays small settlers, in dry parts, and it would suit more of them to cultivate it. He next encouraged the members to rear a milch strain of goats but they must attend to them well that they may get good returns from them. A very hearty vote of thanks was moved by the Rev. R. Johnston, and the members to show their warm apprecia-

tions joined in giving a very hearty clap. After this, Mr. Knox Foster spoke showing how much he is being benefited by the Society, and the JOURNAL. Mr. W. S. Smith next put forth his grievance re the Society's Pig, showing how much it is distressing him, and that he could not possible keep it any longer. He was asked by the Chairman to keep it on a little longer until they could get some one to take it. The Chairman then made a few closing remarks, and the meeting stood adjourned, The next meeting was arranged for the 16th December at 1 p.m.—W. S. IRWIN, Secretary.

***

Windsor Castle, (**St. Mary.**)—The usual monthly meeting of this Branch was held at Windsor Castle on Thursday 17th inst. at 5 o'clock p.m. Present: Rev. T. B. Prentice, President, H. F. Crooks Esq., and Rev J. Peterkin, Vice-president, Mr. Thos. Daly and 20 other members. In the absence of the Secretary an Assistant Secretary Dr. Crooks, was appointed to act. The minutes were read and confirmed. A petition from the members residing in the Seafield, Springfield, and Goshen Grove districts, praying for improvements to their Parochial Boards, which during these rainy seasons are almost impassable, and on which a length of four miles only, a grant of £4 per quarter is being made, was read by the Rev Paterkin, signed by the members, and requested by the meeting to be forwarded to the Parochial Board at Spanish Town. The main road from Windsor Castle to Gayle was next brought up. The Society has learnt with regret that it is the intention of the Directors, of Public Works to strike from the schedule of main roads this very important road, and that the reason for so doing is a certain property through which the road passes does not grow bananas. Certain portions of the road are very hilly, in fact so steep are these grades that with difficulty an empty vehicle can be drawn over by a pair of horses. It was moved by Mr. Crooks, and seconded by Mr, Thos. Kelly that the Government be requested to deviate same, and that that can be carried out successfully through the Bull Hill district, an almost level public right of way, where lie several hundred acres of good fertile land uncultivated for want of a road, which if taken up, would make a very good feeder to the railway siding at Highgate. At present, several cartloads of goods from the Troja Railway Station are being drawn over these roads weekly to supply the many places of business at Womington, Bognoto Spring and Gayle.

***

St. Faiths, Glengoffe, (St. Catherine).—The members of this Branch met in Grateful Hill Schoolroom for business on the 10th inst. There were present: Mr. L. Carey, President, Rev. T. M. Sherlock, Vice-president, Mr. Briscoe, Travelling Instructor; Mr. G. E. Payne and others. The minutes of the last meeting were read and confirmed. A reply to a resolution sent up to the S. M. O. from the last meeting, re medical service for the district, was referred to a committee, consisting of the President, the Vice-president, Mr. T. A. Thomas and the Secretary. The Secretary was instructed to pay £2 10/- for the printing of pamphlets on the Jippi Jappa industry. The subject was handled by Mr. Thomas. Mr. Briscoe dealt very pointedly with the plans for the running of the Knutsford Park Show to be held on the 15th and 16th Feb. next. It is expected that the Branch will make a creditable showing. The cartage of exhibits will be met from the Society's funds. Any prize captured by the Branch as a body will go to augment the said funds. The meeting adjourned till the second Thursday in December. Mr. Briscoe took the boys in the school garden for a couple of hours next day. He handled his tools in his usually skilful and energetic manner. His help